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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, DECEMBER 31, 1943 No. 17

We shall not rest from our task

H.M. THE KING

IN the year that is almost ended many things have happened under God's providence to make us thankful for His mercies

THE generous strength of the United States of America, the tremendous deeds of Russia, the endurance of China under her long ordeal, the fighting spirit of France re-born, and the flower of manhood and womanhood of many lands that share the burdens of our forward march—all these have played their part in the brightening of our fortunes on sea on land and in the air

SINCE I last spoke to you many things have changed. But the spirit of our people has not changed. As we were not downcast by defeat, we are not unduly exalted by victory

WHILE we have bright visions of the future, we have no easy dreams of the days that lie close at hand. We know that much hard working and hard fighting, and, perhaps, harder working and harder fighting than ever before, are necessary for victory. We shall not rest from our task until it is nobly ended

H.M. THE KING, *in his Christmas Day broadcast*

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NEW YEAR GREETINGS TO OUR READERS

The ***Madras War Review*** wishes its numerous readers a Happy and Prosperous New Year 1944.

New Year Special Number

MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V | FRIDAY, DECEMBER 31, 1943 | No. 17

Fifth New Year's Day of the War

H.E. SIR ARTHUR HOPE'S MESSAGE

H.E. Sir Arthur Hope, Governor of Madras, has, in response to our request, been pleased to send the following message for the New Year Special Number of the *Madras War Review*:—

GOVERNMENT HOUSE
GUINDY,
24th December 1943.

January 1st 1944 will be the fifth New Year's Day of this world-wide war.

As we look back on the year 1943 we have many reasons to rejoice.

The year has everywhere seen the enemies of the United Nations suffering severe defeats and forced to the defensive.

In the Mediterranean, the entire African continent has been cleared. Not a single German or Italian soldier remains on African soil save as a prisoner in our hands. Mussolini has fallen; and the Italian people have shown in no uncertain manner what had long been increasingly clear that they had no real heart for a war of aggression and no real sympathy with the fascist system which deliberately embarked upon it without provocation. The forces of

the United Nations now hold one third of the Italian Peninsula and are slowly but surely driving the Germans from the rest.

In Russia our Allies with incomparable skill, courage and determination have reconquered from the Germans an area as large as the whole of Germany, and are now making deadly thrusts towards Germany herself and her unwilling and uneasy Balkan satellites.

In the East, Japan has long passed her zenith, and is now fighting a grim defensive battle with an ever-increasing strain on her extremely vulnerable lines of communication. The outer ring of her defences has been pierced at more than one point, and there are signs that the inner ring will soon be gravely threatened.

What the year 1944 will bring none can tell for certain, and it would be foolish to prophesy. We trust that it will see the war in Europe won and the war in the East well on the way to a victorious conclusion.

We know that the recent meetings of Allied leaders in Cairo and Teheran, in places which themselves scarcely a year ago were in danger of falling into enemy hands, have laid plans for the final and complete destruction of the Nazi and Japanese forces.

We know too that when the time comes we must be ready to strike those final blows with all our might. There must be no slackening of our efforts. The United Nations must continue, as our leaders have said, "friends in fact, in spirit and in purpose" till we win the war and win the peace as well, so that not merely may Nazi militarism and Japanese aggression be exterminated for ever, but war itself be expunged from the dictionary of mankind.

Arthur Hope.

GOVERNOR OF MADRAS.

ANNUS MIRABILIS

IN 1918 a man was heard to say to the late Bishop of London, "Bishop, it's a glorious thing to be alive in the world to-day!" seeing that the occasion was a day shortly after our nerve-racking and costly battles at Vimy with the Hindenburg Line still looking impregnable, the sentiment must have been somewhat difficult to enthuse about. Nevertheless, it may well be repeated on January 1, 1944, for though death and ruin, cruelty and dishonour, anxiety and privation stalk the earth, it is a positive privilege to be living at this juncture. "What a year!" says one, looking back; and again, "What a year!" as one looks forward.

IN 1943 we have witnessed a series of events which must always be large-print in the world's chronicle; the immensities ahead, amorphous to-day, but ecstatically inspiring in their potential, will surely spell red-letter months in the Calendar of Time. Let us briefly review the one and project the other.

STALINGRAD, Kharkov, Orel, Kiev, Nevel, Bardia, Tripoli, Messina, Naples, Ortona, Hamburg obliterated and Berlin, Bremen, Cologne, Dusseldorf and a dozen other industrial fortresses, almost 'Hamburged'; the whole Atlantic 'covered' by Allied planes and the struggle against the 'U' boat practically won. Fascism, and its inventor, in opprobrious oblivion. The Aleutians and Kiska ours again, and New Britain like New Guinea changing hands in the right direction. Moscow and Cairo and Teheran; the Comintern disbanded and a new Soviet national anthem. The Beveridge Plan and the Hot Springs Conference. The refurbishing of hope in the flames of just revolt in France and Serbia, in Greece and Czechoslovakia and Poland. And to round things off, the Royal Navy have just made a Christmas present to The Devil, of the German battleship 'Scharnhorst.' Indeed, what a year!

WHEN Britain stood starkly alone to face the deadly and triumphant Axis, the spirit of the race embodied in its great leader, Mr. Churchill, proclaimed that we should win the war—against all seeming logic.

THAT mighty man demanded prodigious effort; the country produced it. We nearly lost Egypt; we failed to save Greece; we lost Malaya and Burma; but one-fifth of the war-stuff we sent to Russia might have saved them all. Mr. Churchill's prophecy proved true. As His Majesty said on Christmas Day, "we have tried to be worthy of our fathers." The tide turned at Stalingrad. Victory dawned in 1943. What a year!

AND India? A wise, just and most courageous man, buffeted by fortune and badgered by fortune-hunters, left these shores a few months ago after seven years of prodigious and self-sacrificing labour, too little sung. Those who heard Lord Linlithgow speak at a farewell lunch in this City realised something of his bigness compared with the shortsighted smallness of the men, and parties who with their discordant and centrifugal clamour had for two years hampered India's war-career and compromised her future. His audience were moved, too, by the sincerity of his reference to his successor, Lord Wavell, and already this "great soldier and great gentleman" has shown that at this crisis in history he considers his duty to India and the world to be not to solve academic constitutional tangles, but to unify and intensify the country's war-efforts by treating both her difficulties and ambitions as a *single* exercise ignoring the fissiparous grievances of community and party, of Province and State. In this we descry an important augury for that great desideratum, Unity in this country. Will India allow the mighty destiny to which her resources and geographical position entitle her to go by default for lack of Unity? What Director-power at the board of the 'New World Unlimited,' will bother about a sub-continent still a prey to insularities and cliques, to blatant political hucksterings and suborned agitations; where Acts of God are twisted into political stunts and where business or oratorical opportunism is the chief hallmark of influence or success, and where self-appointed leaders of half a dozen warring factions each brag that they represent the united voice of the country? 1943 has indeed been a great year if realization of this reproach and danger has reached the minds of the people, as it has that of their rulers.

OF the year we greet to-day no one can prophecy with precision or write without risk of having to swallow his words as soon as they are indited. Events immediately impend, however, of such magnitude in themselves and of such consequence to human history that cogitation becomes mere excitement and speculation approaches the vertiginous. Men by the millions, armaments and armadas, wait poised in the Impregnable Island or along the Middle Sea, to deal faithfully with the brigand system that overran Europe four years ago. Not even the Germans doubt that the walls of their Fortress are shortly to be breached; they watch destruction falling daily upon its Keep; and sickness steals into the soul of the Nazis as they await the imponderable from the West and the South, while yet they writhe in their death-struggle in the East.

JAPAN, too, already regards the oncoming year with misgiving. Their leaders speak of "mounting troubles" and implore each man of Nippon to do "five times more than his best"—jingo hysterics induced by the slow but massive Allied threat converging on their paper kingdom from South and West and North. Over thousands of ocean miles, Dominion and Commonwealth fleets collect, "trail their coat" and, their challenge unaccepted, close in on Borneo and the Phillipines, on Malaya and China, on Japan itself. It is the Japanese who now hide and dodge and withdraw, yielding island after island, air-field after air-field, cruiser, destroyer and transport, and a hundred war-planes for every ten they can shoot down.

THERE is the difference between to-day, the beginning of 1944, and the beginning of the years before it. We do not peer anxiously into it, we welcome it; we rush into it, aware of its tremendous potential, joying in the risks and confident of its effect on the history of our times, and of all times.

INTERNATIONAL RED CROSS PRISONERS OF WAR: First group of Indian prisoners of war to return from Germany.—The help and succour rendered to the Indian prisoners of war by the Red Cross will always be remembered with great thankfulness by the recipients. While in Germany the prisoners received from the Red Cross weekly packets containing food and clothing, but for which the prisoners would have certainly starved. The first contingent of Indian prisoners from Germany, whose repatriation was arranged by the Red Cross, disembarked at a port in the Middle East on the 3rd November and boarded a Red Cross train on their journey home. Prisoners of war receiving refreshments from Red Cross workers.

THE HORIZON

By 'ANONYMOUS'

"We do not see that the far horizon ahead curves backward and the lines meet in the distance behind us," says the author in this thought provoking article which deals generally with the problems of peace. He points out that war is "actually nothing but a cowardly and easier way to solve peace-time problems," as "in the social sense, front lines are more comfortable place than bread lines." Referring to the future, he [illegible] We know [illegible] days or weeks or [illegible] says: "Whether it is of having to [illegible] months, we are on the verge [illegible] return to the difficult problems of peaceful living . . . We may soon be obliged to be cruel to be kind, to appear selfish in order to be generous, to assert our pride in order to establish our modesty, to let ourselves be branded as ignoble in order to achieve nobility, to go slowly in order to make rapid progress."

THIS is written on November 5, 1943, for publication on December 31, 1943.

In between these dates is November Eleventh. Who is to say whether history will repeat itself? By the time these lines appear the Germans may have thrown in the sponge. True the great German war machine is so huge that it might not easily collapse even if every German operating it wished devoutly that it would. But the possibility exists. One cannot write an article rejoicing in the downfall of an enemy, if, when the article appears, he is still on his feet. Nor can one shout: "All together, boys; one last hard punch and we've won" if, when the brave words appear in print, we have already knocked the enemy out.

Much of our present woe—with more to come, whatever the outcome of the war—is due to the craze for being up to date. Contemporary events are all but meaningless in themselves, yet how seldom do we relate them to the past. How seldom do we contemplate the continuity of history. We do not see that the far horizon ahead curves backward and the lines meet in the distance behind us.

For example, just this week the commentators have been saying: "There is every sign that the Germans [illegible] that they have lost [illegible] know [illegible] lost the war". Meaningless. Quite [illegible] meaningless. The Germans [illegible] knew when they began the war that they were destined to lose it.

Or, for example, all observers agreed in 1938, that the Germans sincerely wanted peace, particularly after those observers watched the German populace weep for joy when the Munich Pact was announced. The streets were crowded with people shouting: "Praise God, we have peace!" Meaningless—or let us say, misleading.

If sign posts are to be relied upon, one must be sure that no mischievous event has, all unobserved, caused them to twist in the ground and face the wrong direction.

THE GERMAN WANTS HIS OWN WAY

Of course, the Germans wanted peace in 1938, or any other year one cares to name. Despite all the bombastic talk about ancient Teutonic lust for battle, the average German has had no more desire to expose himself to the horrors of war than any of the rest of us. What the average German does want, to a degree incredibly greater than that of other people, is this: he wants his own way. He is incapable of compromise, of yielding a point for the sake of harmony, of granting that other ways than his may be best suited to other people. In wanting his own way, the German wants some good things of universal worth, but he also wants to be acknowledged by his neighbours as their superior. He cannot brook contradiction, whether in petty affairs of daily life or in relation to world events. He prefers to get his own way without risk to his hide. (Naturally the Germans rejoiced in 1938; they had got what they wanted without having to fight for it.) But he wants his own way so profoundly that he would rather suffer and die than to give it up peacefully.

Pervading much of Germany's literature is the pitiful and tragic theme that the godlike German way is perennially challenged by powers of evil, that generation after generation must meet the challenge, that finally the Teutonic way will triumph, but triumph too late, for it will be the end, and the universe will be dragged into darkness with the dying German gods. So imbued with these Wagnerian fantasies are the modern Germans that they sense their doom even before embarking upon a war. They knew, in the midst of their victories of 1940, that their destiny was eventual defeat and in the whole of Germany there was no sight or sound of rejoicing.

Then why start the fight? Again, we others demonstrate our habit of lifting current events from the context. We ignore the fact that German mental processes are not the same as ours. We mawkishly sentimentalize, and say that all humanity is the same, all men are brothers, the Germans are not so different, they have been led astray by a few wicked demagogues even as we have upon occasion. This is completely incorrect. The Germans start a fight, and fight furiously, even though convinced beforehand that they will lose, because the peculiarity of the German soul is that it considers that of the two evils—war or admitting equality—war is the lesser. Many, perhaps most, Germans even take a sort of diseased pleasure in contemplating their national suffering and eventful doom. It may be the reason that they destroy so ruthlessly when they get the chance, for at

least they can thus drag others to oblivion with them if oblivion it must be.

HOW TO DEAL WITH THEM

So much for the German mentality, whose past record must be examined if current events are to mean anything. What are the concrete results, and how concretely to deal with them?

We began by saying that before these lines appear Germany may have admitted defeat. That is possible. It is also possible that in such an event Germany may have won the war. She will have lost this round, as she did the last one, but if such rounds are to be repeated, Germany may have already manœuvred herself into an excellent position from which to start again. Already, Germany has nearly—but not quite—succeeded in fixing our attention on the politicians, just as she did before. Today it is the Nazis, last time it was the Kaiser's clique. Already, Germany has nearly—but not quite—done all her fighting on her neighbours' soil, leaving them with far more devastation to recover from. Already, Germany has lowered the birth rate of all Europe, by killing, starvation, and separation of the sexes, to the point where Germany, defeated, will emerge as the most populous and virile country on the Continent of Europe, assuming that her liberated slaves do not annihilate their masters before the chivalry of the victors can save them. Already, Germany has nearly—but not quite—succeeded in nurturing the seeds of discord among the Allies.

Without great wisdom, much patience, and complete unselfishness, we cannot honestly say that the war in Europe is won after Germany admits defeat. We may rejoice that the present fight has ceased, but the war will not be won on the day the guns cease firing. Nor are wisdom, patience and unselfishness enough. Courage will still be needed, and the humility to pray for guidance, and the determination to set our own houses in order. Generosity will be needed, mixed with common sense. Millions of babies will be needing nourishment, more perhaps than milk can be provided for. Twenty-five years ago we saved the lives of many German babies, but did nothing so generous as to save their souls. Result: We've paid with our own lives. After the babies of Athens and Chungking and Narvik and Calcutta have been fed, by all means let us send milk to Tokyo and Berlin, but let it be the milk of human understanding.

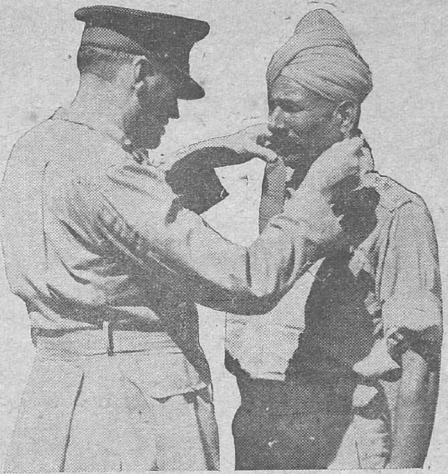
RIGHT ENVIRONMENT

Heredity may be too much to cope with; who knows? But environment, we know, can affect our destiny. The cure for the German urge for conquest is to establish the right environment. If around them the Germans, or any people, see societies based on justice and health the opportunity and attractiveness of imitation stimulates growth along similar lines.

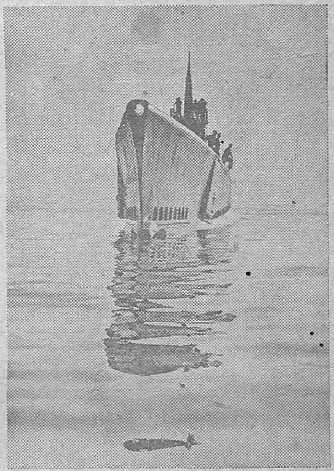
The application of justice to criminals at home and abroad creates respect for international law. Health of mind and body is a thing to be envied, but can only be achieved by imitation, not conquest. One reason that the finest Germans have been emigrating by the tens of thousands ever since there was a Germany (1871) is that these people sought an environment which they could not find at home. Oblige all such to remain at home this time; place them in positions of influence in the Government and the schools; support them with goods and services at home and by example abroad.

Alas, setting up the example is so difficult! Yes, the globe may be freed from war periodically, but can never be free from peace. It used to be said: "There's always a war going on somewhere on this earth." That need not be so. But, so far, it has been true that there always is peace going on somewhere on this earth. Peace is not merely the absence of war. It is not, as Clausewitz said, the interval when mankind prepares for war. It is an all-absorbing full-time job requiring far more of the so-called warlike virtues than war itself, and many additional ones besides. War is actually nothing but a cowardly and easier way to solve peace-time problems. In the social sense front lines are more comfortable places than bread lines, despite the differing meanings of the "soup" handed out. The spirit of a bomber pilot is personal courage; the spirit of a people demanding war is national cowardice.

Whether it is days or weeks or months, we are on the verge of having to return to the difficult problems of peaceful living. They may be somewhat more successfully met if we remember that the horizon before us also curves around back of us. That sort of humility is strength. That sort of vision is not visionary. We may soon be obliged to be cruel to be kind, to appear selfish in order to be generous, to assert our pride in order to establish our modesty, to let ourselves be branded as ignoble in order to achieve nobility, to go slowly in order to make rapid progress. It will take every ounce of our courage, patience, unselfishness and faith.



COMMANDER-IN-CHIEF ON EASTERN FRONTIER.—General Sir Claude Auchinleck recently made a tour of forward areas on the Assam-Burma Border. Photo shows *the C.-in-C. presenting the O.B.I. to Subedar-Major Haider Khan.*



UNITED STATES SUBMARINES DESTROY ENEMY SHIPPING.—A United States Navy submarine, one of the rapidly expanding American fleet of undersea raiders that has taken a heavy toll of enemy shipping is pictured in an Allied port.

A Scotsman was relating an experience of hardship in the jungle. "Ammunition, food and whisky had run out," he said. "We were parched with thirst."

"Was there no water?" asked a listener.

"Och aye, but it was no time to be thinking of cleanliness," replied the Scot.

DEATH AND THE MADMAN

By R.G.

" O who will take me Moscow town
That Russians deem so fair ?
And who will bring me in his hands
The skin of the Russian bear ?

Till that be done no rest have I
And nightmares vex my sleep,
And all in vain my war machines
Across all Europe creep."

" Fuehrer, Fuehrer, for thee we'll die,
For thee storm Heaven and Hell.
But ere thou beard the Russian bear,
Fuehrer, bethink thee well.

Great conquerors have marched before
To Kief and Moscow town.
Their soldiers came not home again
But in the snow lay down."

He has taken his oath to skin the bear
As he drives his armies on,
And eastward still he makes hot speed
With half his soldiers done.

And eastward to the mountains high
They drive the foe before :
But many men both brave and young
Will see their wives no more.

" What news, what news, my trusty friend,
From the fields of frost and snow ? "—
" Thine armies glorious victories win,
But still upsprings the foe.

Thine armies drove first like the wind
But now they struggle sore :
And where a thousand foes are slain
Still stand a thousand more.

The bravest heart grows deadly chill
When the blizzard endless blows
And never an hour but heaven drops down
The never-ending snows.

The greatest host the world e'er saw
Is ground in pieces fine :
And Stalingrad that was its goal
Is its graveyard, Fuehrer mine."

He has sworn an oath he will not yield
One inch of Russian soil.
He has bidden his marshals fight till death
And his people doubly toil.

They toil, they fight, they hail in death
The leader that raves behind.
But the Russian bear has closed his arms
And crushed till the splinters grind.

" What news, what news, my henchmen bold,
From the land of mud and rain ? "—
" Woe's me, my Fuehrer, thy merry men all,
They come not home again."

And the Fates spin on and cry aloud
Above the running thread
" O fast runs out the killer's life,
But who brings back the dead ?

Ten thousand thousand men no more
To home and child return.
Ten thousand thousand children cry,
So many widows mourn.

Still Hitler lives, the falsest man
That ever clasped a hand :
So false in word, so false in deed,
Was never in any land."

THEIR NEW YEAR WISH

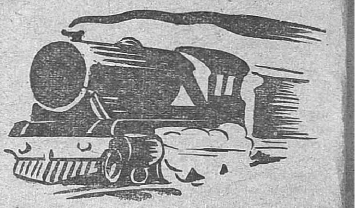
OH THAT WE HAD NOT LET HIM LOOSE !

—Specially drawn for the MADRAS WAR REVIEW.

POST-WAR RECONSTRUCTION

RAILWAYMEN AND THEIR POSITION: A POSSIBLE REACTION

By J. F. C. REYNOLDS



IT is hardly to be expected that labour in this country will remain unaffected by that growth which has become so noticeable during the last few years, of political and social consciousness amongst people throughout the world; and if this is so in its widest interpretation it is still less to be expected in the case of Railway Labour. Railwaymen as a whole have good reason to feel that during the war years they have taken on a new status of service and duty to the country. There are several factors which have tended to bring this about, factors which have not only tended to increase their sense of importance as public servants, but which have also led them to place a much higher value upon their services to the community and their worth and status as individuals.

There are perhaps three main factors in our own Province which may be regarded as having been responsible for this change of outlook and which may be considered. First, Railway Labour has seen the threat of invasion of the country by the Japanese, and has come to realize the value of Railway communications from a defence standpoint, it being common now-a-days to hear Railwaymen referring to themselves as the transport soldiers on whom in the first and last resort the defence of the country must depend. From the general trend and events of the war, labour is now realizing more than it ever did before, the extent to which the movement of armies and supplies depends on lines of communication, not only on those supplying, from far to the rear, the front which is being defended, but also on those running in a transverse direction, and it is becoming clear to Railwaymen that the men who work these lines are in a sense at least as essential to the strategy of both attack and defence as the fighting services themselves.

CHANGE OF STATUS

Secondly, a change of status which in the last two years has done a great deal to bring about this appreciation of their position has been the putting of thousands of the Railwaymen of this Province into uniform, as being soldiers subject to military discipline. The value of training coupled with membership of a corporate body such as an Army unit with its common aims and interests—even to the extent to which these points may have made their influence felt in units so loosely knit together as those of the Defence of India—goes I think without saying, and service in these units cannot have been without effect on the bearing and outlook of the men who have formed them.

Thirdly, we have to consider the fact that the raising of the standard of dress as the result of the issue of uniforms cannot have been without benefit, while the extra income derived from the ration and compensatory allowances, apart altogether from amounts which may have been put by, cannot but have brought into more common use comforts and pleasures which previously were beyond the average Railwayman's pocket with corresponding increase in the standard of living. It might be suggested that an offsetting factor here is the all round rise in the cost of living, but this, in the case of the men of the Railway services, has been met by an adequate dearness allowance, a point worthy of note being the fact that the extra income from these two sources, in its tendency to raise the general standard of living, has its greatest effect in the case of the lowest paid of the Railway staff who are naturally in the greatest need of such benefit. For example, is it to be expected that a man categorized as a "menial"—an out-of-date and offensive term when the essential dignity of any honest endeavour is considered—who has been appealed to to enrol himself as a soldier, with all a soldier's responsibilities as also benefits in the shape of equipment and allowances, should be willing at the end of the war just to revert to his old position of inferiority in the life of the community?

It is common now-a-days to hear Railwaymen in India referring to themselves as Transport soldiers. The value of Railway communications to the defence of this vast country is obvious, and the putting of thousands of Railwaymen into uniforms has changed their status and raised their standard of living. What will be the position of Railwaymen after the war is over.? Mr. J. F. C. Reynolds discussses their post-war outlook in this interesting article which bears the imprint of close knowledge and insight. He feels that labour must be in a position to stand out for what it considers rightly its due without unduly affecting other interests, and says that "we may expect to see a general raising and lowering of the standards of life to a general economic level, which would ensure freedom from want and enough for all." The first step in this direction is the development of Constitutional Trades Unionism designed for the purpose of "establishing the closest possible relationship between the employee and the management and to enable its members to take and hold their place in the industrial life of the community." Mr. Reynolds lays stress on the need for acceptance of the principle that if the labourer is worthy of his hire, so also is the industry by which he is employed entitled, in turn, to an adequate return on the wage paid.

NEW IDEAS

Apart, altogether, from these three points, there is the point that the war has not, and cannot have, been without its effects in other directions, and it is certain that labour in India to-day is becoming more and more imbued with political ideals which are opposed to the capitalistic principle. It is only natural that any form of socialism must have great appeal to the vast bulk of the lower paid ranks of labour, and it is in roots such as these that in the main the growth of organized labour anywhere has had its being. Further, it is understandable that all that would appear to have been accomplished in Russia during the last 25 years and still more so apparently during the last two war years, should have an irresistable appeal to Indian Labour, especially when so many grades of labour are paid a rate of wage which is below that necessary to make it possible to maintain even an elementary standard of living. It may be years before such influences make themselves felt in the vast rural areas of the country, but in industry and wherever labour is concentrated in one place or can easily be brought under one control—as in the case of the Railways—it is unquestionable that communistic ideas (by which is meant not only an increasing realisation of the value of the individual, whatever his status, to the State, but also a growing determination that the individual in his service to the State and the community at large should be worthy of his hire), are rapidly gaining influence. It is, therefore, understandable and need to be accepted as a sign of healthy growth and evolution, that labour is becoming increasingly dissatisfied with the standards and conditions of past decades; and, while changes which have developed in other countries may have been slow in reaching India they are now here. Further it must be noted that dissatisfaction with prevailing conditions does not only exist

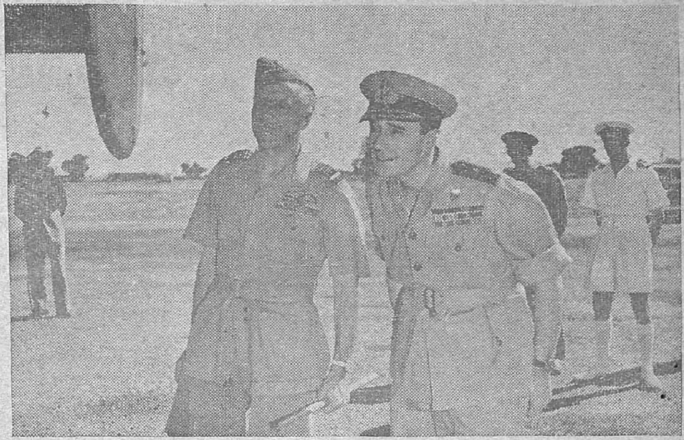
in the higher paid classes of labour but also amongst those whom it has been customary to regard as menial from the standpoints of social status and class of employment.

All this brings us to the attitude which Railwaymen are likely to adopt at the end of the war, when it seems, they will no longer regard themselves as bound (as they claim to be at the present time), not to do anything which in the widest national and communal sense might interrupt the transport services of the country and thereby endanger not only the successful prosecution of the war but also, and in a sense equally important, the movement of foodstuffs, supplies and essential commodities generally.

WHAT ABOUT THE FUTURE?

If, then, this is how Railwaymen are feeling about these things—and there is no doubt that they are beginning to feel about them strongly—what can be done to meet their legitimate and understandable hopes for better working and living conditions, especially when it is realized by enlightened opinion everywhere that once this war is over and done with conditions of life which were previously accepted will no longer be regarded as adequate and sufficient? It can hardly be supposed, that some Utopian ideal can be brought into being by the mere waving of a magic wand, or, if it comes to that, that the change of conditions which it is apparent has come about in Russia has been accomplished without trial, endeavour and fortitude which, in all probability, would have challenged the courage and powers of endurance of the hardiest. No man once having been created was intended to survive and evolve by his labour, and since it is certain that hope for the future rests in the increased production of all commodities, it is equally certain that this matter of production is one which admits of no short cut, work and work alone being the agency by which the raw materials available can be converted into articles of use and value.

While, therefore, improvement in conditions can only come about by applied organization, it is equally clear that the cost of production can only be allowed to increase as the result of increased wages, better living and working conditions, better and wider education, etc., as the economic position of the country as a whole is able to adapt itself to changing conditions. Railway Labour must remember that changes which would make it necessary to raise the general scale of charges in order to meet any increase in the cost of working (and it is clear that comparatively small changes could bring such a position about), could not be effected without possibly disastrous results to industry and commerce generally. If Labour were to insist on such changes at too early a stage of the reconstruction period, the consequent increases in charges will have to be borne at a time when industry is trying to establish on a permanent basis the new factories which have come into being during the war. At the same time, labour must be in a position to stand out for what it considers to be rightly its due without unduly affecting other interests, and



What was it? The cameraman doesn't know, but he caught Lord Louis Mountbatten, the Supreme Commander, South-East Asia Command, and Air Chief Marshal Sir Richard Peirse, interested and amused by an incident recently at an airfield in India.

it would seem certain that amongst the claims put forward will be a demand for a larger share than ever before in the proceeds of industry; and so, as in other countries, we may expect to see a general raising and lowering of the standards of life to a general economic level which should ensure freedom from want and enough for all.

CONSTITUTIONAL TRADES UNIONISM

The first step in this direction would appear to be a Constitutional Trades Unionism, designed not primarily for the purpose of forcing through political changes without thought for other interests, but for the purpose of establishing the closest possible relationship between the employee and the management and to enable its members to take and hold their place in the industrial life of the community. It should be carefully remarked, however, that such a relationship can hardly be brought about by the policy of vilification and public criticism such as is being followed by some labour organizations. Trades Unionism of the requisite type is not yet a common phenomenon; it is not likely to be until labour has decided to elect as its leaders men who are clear of any suspicion of being mere agitators or who wish to make use of labour for the advancement of some political ideology or other purpose of their own. Labour, in its restiveness with existing conditions, should carefully avoid intolerance of discipline and control, and forgetfulness of the axiom that if the labourer is worthy of his hire, so also is the industry by which he is employed entitled in turn to an adequate return on the wage paid, in the shape of work well and efficiently performed. Without the acceptance of this joint principle on the part of both the employee and the management it will be difficult for India to build up, during and after the post-war reconstruction period, that wealth and prosperity which should be hers. Trades Unions are rightly telling their members at the present time to keep up the rate of production in order to ensure a successful conclusion of the war; similar action on their part will certainly be necessary after the war on all its fronts has been won, in order to establish conditions in industry which will ensure future well-being and content. Such conditions cannot be brought into being by the simple expedient of less work and more pay; only hard work and patient endeavour on the part of everyone down to the humblest member of the community, can bring about this great desideratum.

INDIANS LOOK AFTER POLISH EVACUEES

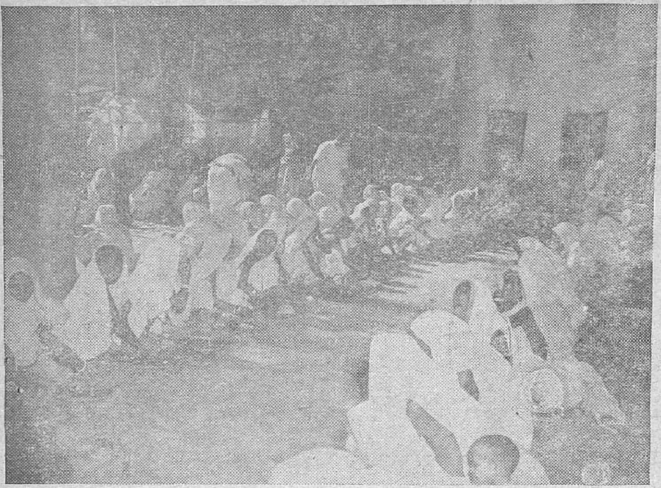
The men of an Indian Army Medical Unit, now back in India after two years' service overseas, were in charge of 60,000 sick and weary Pole evacuees for eight months in a camp on the Caspian coast.

A mere handful, these men had work continuously day and night to attend to the needs of the large number of evacuees who included men, women and children of all ages.

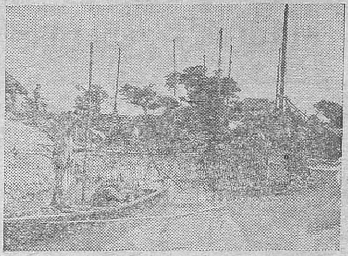
General Anders, the Commander-in-Chief of the Polish Army in the East, paid a personal tribute to the work and success of the Indian unit.

The care of the children was no easy matter and a special camp had to be organized for them. So thorough and efficient was the working of this camp that some Poles remarked, "Indian soldiers made a better job of it than the children's parents could have."

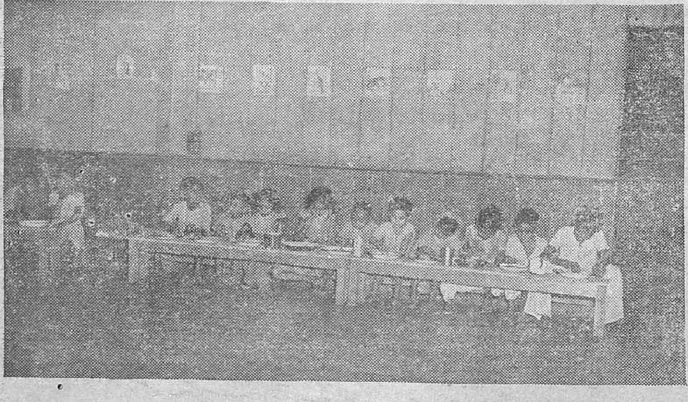
The Officer Commanding of the unit has been awarded the O.B.E. One of the men has received the M.B.E., while the head cook and five others have been mentioned in despatches.



BENGAL RELIEF.—The Bollygunj Relief Home, run under the joint auspices of the Daridra Bhandab Bhandar and the Ballygunj Institute, provides relief for over 1,000 destitutes who are housed in a large and well-ventilated building on Fern Road, Ballygunj. A feature of the Home, which is being run with the aid of funds from the Government as well as from the public, is that the destitutes themselves prepare and serve their food. Photo shows *destitutes being fed in the compound of the Home at meals time.*



ALLEVIATING DISTRESS IN BENGAL.—Relief measures are being taken in Bengal which have improved the food situation to a great extent. Official and non-official organizations working in co-operation are doing everything possible to alleviate distress and suffering. Photo shows *boats loaded with rice on a coastal canal in Contai.*



BENGAL RELIEF.—The Bengal Social Service League and Friends' Ambulance Unit, Calcutta, are jointly running a canteen intended for the poor inhabitants of a basti round Raja Dinandra Street, Calcutta. Meals are provided on the ticket system, and cost one pice per meal. Eggs and vegetables are served thrice a week and meat, twice a week. They hope to supplement the diet with Shark Liver Oil. Photo shows *Children having their food.*

A NAGA ENTERTAINMENT

WILD HEADGEAR that recalled stories of North American Red Indians; shy women wearing short, colourful longyis (skirts); outside, over their heads a fighter plane roaring its way back to its base after a job on Japanese positions.

This was the setting to a dance recently given by the Kabu Nagas, descendants of a former head-hunter tribe in Assam's Naga Hills to a group of patients, British and Indian, in a Base Hospital on the Assam-Burma border.

The Nagas had tramped nearly three days from their village homes in their wild country. Together with their shy partners they danced and entertained the troops in hospital unconscious of the roaring plane above them.

MADRASSIS WIN 880 YARDS.

Sportsmen from the north, south and east of India recently competed with one another at a mammoth army-civil sports meeting somewhere in South India.

Rarely has provincial feeling run so high with so little detriment to national unity, Madrassi soldiers and civilians burning to see their own candidates win, nevertheless cheered victors from the Punjab and Bengal.

When Ftr. M. V. Ramaswami of Orayur, [Trichinopoly District] carried off the first prize for the 880 yards, and Gnr. K. Kotiya of Sadalwara [Guntur District], another Madrassi, ran him a close second, loud applause was heard to come from Punjabis and Bengalis.

An impressive P.T. display in which Indian soldiers of all three provinces participated, was vociferously cheered and the large open playground echoed to mixed cries of Tamil, Telugu, Punjabi and Bengali jubilation.

MADRASSI SOLDIER COOKS

Men of a field company of the Madras Sappers and Miners, somewhere on the Assam-Burma border have solved the problem of how to remain Madrassi, though thousands of miles from home. They turn cook in their spare time and the canteen caters for all Madras.

This is one of the few places where too many cooks do not spoil the 'dossais' or the 'uppuma' or the 'vadai,' for the cooks are all Madrassis and many Madrassi cooks mean many chillies. To the Madrassi soldier chillies are what salt is to his British comrade-at-arms.

The men work hard and eat well, both healthy signs. Great importance attaches to the quality of the food they eat. Sapper Krishnan of Mysore was universally elected Canteen cook on the excellence of his cooking. He is ably assisted by L/Nk. Arokyam who in working hours is a skilled fitter. Cooks in peace, both men are now skilled sappers, but can still ply their peace-time calling with enthusiasm.

The big point about this co-operative feeding is that food costs a good deal less than it would at any public restaurant. No one is out to make a profit, and though the men feed plentifully and well, canteen funds are rising.

On Saturdays, Bhajana having been performed at the men's temple, food is distributed free, which means that the canteen has been hard at work all day turning out sweets and savouries.

Madras's generous donation: Bengal Governor's appreciation

GOVERNOR OF BENGAL

GOVERNMENT HOUSE.
CALCUTTA
The 17th December 1943.

My dear Hope

On behalf of the Government and people of Bengal, I write to express my very sincere gratitude and appreciation to the Members of the Madras War Fund Committee for their most generous donation of Rs.50,000/- towards the relief of distress in this Province. My Committee has decided to allocate Rs.35,000/- of this sum for the purchase of clothing for destitute children, and a further Rs.5,000/- for the subsidy of milk kitchens in one of the worst affected districts. The remaining Rs.10,000/- is held for similar purposes.

Yours sincerely
T. G. Rutherford

His Excellency the Hon'ble
Sir Arthur Hope, GCIE, MC,
Governor of Madras.

Subhadar Lalbahadur Thapa, Indian V.C., shaking hands with Shoreditch.

LONDON WELCOMES INDIAN HEROES

By JOHN L. YOUNG

TEN thousand men, women and children gathered on an open space in the East End of London to watch a small company of soldiers file on to an improvised wooden platform, and to hear a Cockney mayor make a speech about these fighting men.

To the soldiers the event began as just another item in a crowded programme of receptions, ceremonies and demonstrations for they were being entertained for a fortnight in London before leaving for a tour of the workshops and shipyards of Britain; but it ended, as some of them remarked later, as one of the most enjoyable and thrilling events of their tour.

The soldiers were men of the 4th Indian Division: mainly Moslems, Sikhs, Rajputs and Gurkhas who, gathered together from the hills and plains of India and the independent state of Nepal, had helped to fight the Italians out of Abyssinia, chased the Italo-German forces across 1,600 miles of the North African desert and finally to push the remnants of Rommel's Africa Corps off the tip of Tunisia into the Mediterranean. Thirty of them had been chosen as representatives of the Division to see Britain at work and to let the people of the United Kingdom see in the flesh the heroes of whose war exploits so much had been read and heard.

Most of the Indian troops had never before visited the centre of the Empire; most of them, indeed, had never before seen a western country. Many of them had come, through battle, from quiet farms in the hills and plains of India to this noisy capital of the British Empire.

AMID LONDON'S SHATTERED HOMES

From the platform they looked out on an open space which had once been crowded, even overcrowded, with houses and flats and shops clustering round an old building, the Britannia Theatre of Hoxton, in which, for eighty years before it was smashed by bombs, East Enders had enjoyed broad comedy and strong melodrama. All around the site they saw the battered remains of small homes; one side of the open space was overshadowed by the shell of a great grey concrete block of flats.

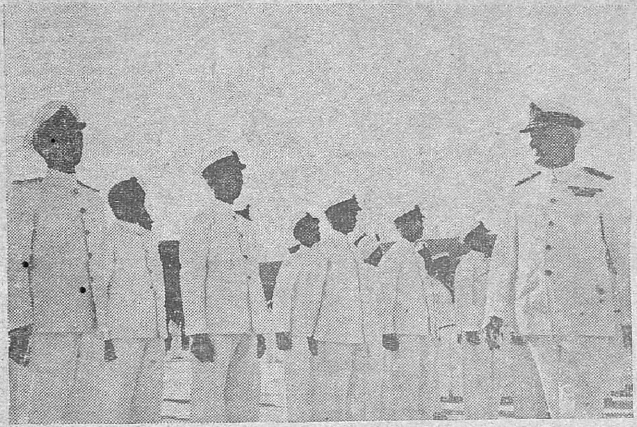
Drawn up on the open space before them, in squares, were squads of Air Raid Wardens in their navy blue uniforms, sky-blue-clad boys of the Air Training Corps, women of the Women's Voluntary Services in their olive green and maroon, men of the Home Guard in battle dress; men and women, boys and girls, who had lived in those shattered houses and flats, who had fought the sky-raiders and had rescued their buried neighbours from the debris of broken homes. The balconies of the flats, the roofs of the air-raid shelters, were crowded with children, many of whom—as an American writer has said—had, while still in short pants, experienced more of the clatter and danger of battle than many a fully trained soldier during World War I. On the platform sat the mayors—two of them women—of five of the East End boroughs which had suffered most in the raids.

Until the Indian soldiers arrived in a camouflaged motor-coach, the ensign of the Royal Air Force had flown over the scene. Then, as they filed to the platform amid the cheering crowds, a trumpeter had sounded the call, the Royal Air Force ensign was lowered, and the Indian flag broken to flutter in the breeze.

MOBBED BY CHILDREN

After the Mayor of Shoreditch had made his speech of welcome through microphones which carried his voice to the farthest corners of the open space, each Indian soldier was introduced by

INDIAN TROOPS IN EAST END.—Men of the famous Fourth Indian Division from North Africa were given enthusiastic welcome when they took part in a march in the East End streets. Afterwards they attended a reception in the Shoreditch Town Hall. Picture shows *Indian troops of the famous Fourth Division marching through Shoreditch.*



NEW R.I.N. GUNNERY SCHOOL OPENED AT KARACHI BY VICE-ADMIRAL GODFREY.—H.M.I.S. HIMALAYA, *the Royal Indian Navy's new Gunnery School at Karachi, was opened at the end of November by the Flag Officer Commanding Vice-Admiral J. H. Godfrey, C.B., R.N. Spacious lecture rooms, equipped with the most modern training devices, are designed to give India's naval gunners the benefit of experience gained in action in this war. Merchant seamen will also attend courses of instruction at H.M.I.S.* HIMALAYA. Photo shows *Vice-Admiral Godfrey inspecting a parade of R.I.N. officers and ratings from all parts of India.*

name to the crowd, as he marched forward smartly, saluted and shook hands with the Mayor, and then saluted the crowds; and each was given a great cheer from the people, who gave a specially enthusiastic welcome to the little Gurkha who wore the ribbon of the Victoria Cross on his breast. As they stepped down from the platform to be driven to Shoreditch Town Hall to have tea with the mayors, the children crowded round, almost mobbing them for the simple privilege of shaking them by the hand. Later, the same crowd gathered again outside the Town Hall to give them a farewell cheer as, after seeing a cinema show, the men of the 4th Indian Division were driven back through the City of London to their hotel.

During the preceding days of their tour they had been welcomed and feted by princes and peers, by statesmen and by the Lord Mayor of London in his own Mansion House. But none of these ceremonies gave them such a thrill as this spontaneous reception on their own ground by the 10,000 men and women of five of the most-bombed boroughs of East London.

ON COMMON GROUND

These men of the 4th Indian Division, visiting Britain, have been spoken of as "Ambassadors of Empire." The description is inapt, if not inept. The word "Ambassador" recalls a formal figure, representing States rather than people, courts rather than homes. These men of the 4th Indian Division came to Britain as typical of the ordinary men of India and Nepal, men who have left their quiet farms and homes to fight for freedom; and it was not merely an Empire but a commonwealth—a commonwealth of common life, common aspirations—which met in the East End of London that day. The meeting of the score or so of Indian soldiers with the 10,000 East Enders was symbolic of the meeting of the men and women of East and West on the common ground of suffering and courage. They just shook hands with each other and, where language failed, grinned in fellowship at one another across their differences of faith and creed and race. A bridge between them was formed by a handful of European soldiers of the 4th Indian Division, some of whom had gone from these very East End boroughs across the seas to India, to fight their way back as comrades-in-arms with the fighting Moslems, Sikhs, Rajputs and Gurkhas.

When victory comes, Englishman and Indian, with their brothers of the British Empire, their allies of America, Russia and China and of the liberated countries of the Continent and the Pacific will march in ceremonial parade through the capitals of East and West to celebrate the downfall of tyranny and the beginning of a new world. They will march with pomp and circumstance, flags flying, bands playing, Kings and Presidents taking the salute.

PAYMENT OF FAMILY ALLOTMENT OF INDIAN TROOPS

The payment of family allotments of Indian ranks serving in the various theatres of war will in future be greatly speeded up. The military authorities will send money orders for such families between the 5th and the 28th of the month prior to the one in which payment is actually due.

To avoid congestion in post offices and to ensure that all payments will be concluded by the last day of the month prior to that in which payment is normally due, the despatch of these money orders will be regulated.

NEW TRAINING SCHOOL FOR NAVAL GUNNERY

On a sun-flecked parade ground filled by keen young Naval Officers and men Vice-Admiral J. H. Godfrey, Flag Officer Commanding the Royal Indian Navy, opened at Karachi some time back, the latest of the Navy's new training establishments, the Gunnery School. In accordance with Naval custom the ship is organized and described as a ship, bearing the name H.M.I.S. *Himalaya*.

Ranged around the scene of the ceremony were lofty, impressive blocks of buildings that will be called after men distinguished in Indian Naval history. Here are rooms fitted with the latest equipment for enabling officers and men to master the theory of gunnery in detail. Mechanism of astonishing ingenuity will assist them in their training. Other rooms are fitted for instruction in the various types of ammunition and in the many other subjects with which a Naval gunner must be familiar. The most modern weapons of their type are available for practice in the handling of the Navy's guns. In another part of the establishment classes are taught by means of the most up-to-date equipment to direct unerring fire at hostile aircraft approaching our warships and the merchant shipping they protect. In every branch of gunnery accuracy and speed are essential, and the new School has the facilities and the skilled instructional staff to train a greatly increased number of gunners who will display those qualities in defence of India's shores and sea routes.

The Gunnery School has in the past been located in Bombay. Despite the cramped accommodation, the training given there was, in Admiral Godfrey's words at the opening ceremony, extremely good. India's warships have proved

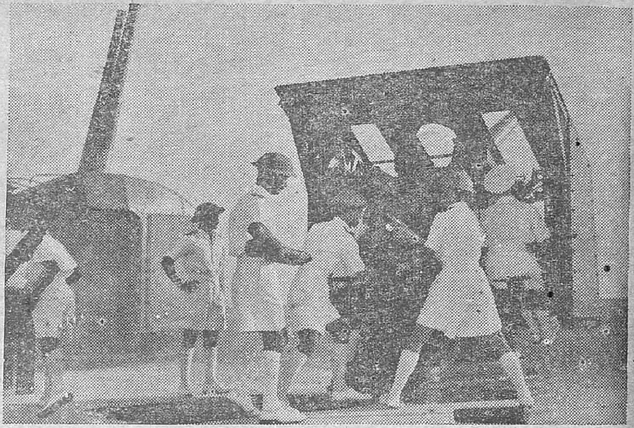
that again and again in the present war. The gallant and successful actions fought by H.M.I.S. *Sutlej*, H.M.I.S. *Jumna* and H.M.I.S. *Bengal* may be instanced. But the Gunnery School needed more accommodation for its greatly expanded classes and equipment—and found it in the impressive set of buildings that are its new home at Karachi.

White and Navy blue were the dominating colours at the ceremony with which the School was opened. The White Ensign and the Admiral's flag flew from a tall mast on the quarter-deck—a platform like structure at one end of the parade ground. In front were officers and men of the School, with a number of young sailors from the Boys' Training Establishments, H.M.I.S. *Bahadur* and H.M.I.S. *Dilawar*. All wore spotlessly white Uniform. When the Admiral had inspected the guard, whose movements were as precise as a machine's, he stepped on the quarter-deck and delivered a short speech in which he said that it was particularly opportune that, at a time when the Allies were able to give more attention to the war with Japan, we had in India a gunnery school equipped with the latest and most modern appliances. The Admiral mentioned that the School also specialised in the teaching of rifle and machine gun drill, as well as all those drills that played a large part in making a disciplined force. The Royal Indian Navy now recruited men from all over India, and in training them the Gunnery School would play an increasing part.

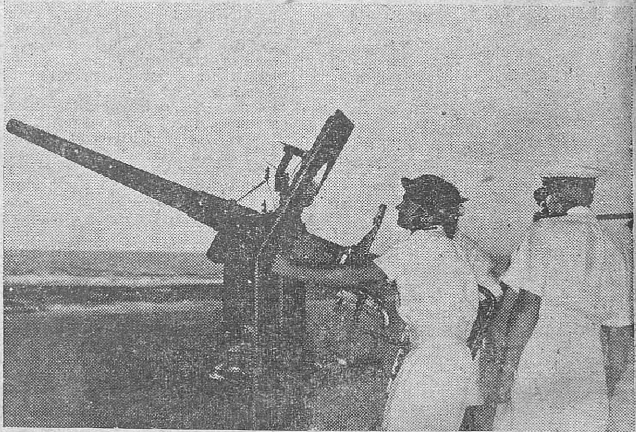
After the ceremony officers and ratings manned some of the guns and gave the guests a realistic impression of the scene on board a warship during an encounter with the enemy. Targets towed by aircraft as well as stationary targets were fired on, and the visitors were able to observe the rapidity and precision with which well trained gun crews go into action.

Later in the evening the ratings from other Royal Indian Navy establishments were entertained to tea by the ratings of H.M.I.S. *Himalaya*. A visit to guests and hosts was paid by Admiral Godfrey, accompanied by the Commanding Officer of H.M.I.S. *Himalaya* (Commander J. E. Cornish, R.I.N.) and other Naval Officers. All who attended the ceremony were able to see that much thought has been given to the welfare of men attached to the school. Ratings have well planned, comfortable sleeping quarters, mess rooms and reading rooms, all providing ideal conditions for off duty hours. In the kitchens everything has been done to promote efficiency in supplying excellent meals. For recreation facilities in plenty exist. The officers, commissioned and warrant, have well laid out quarters with messes, ward room, etc. Every building in the School, and every part of it, is bright and airy and carefully designed for its purpose. The environment is one that will encourage all to do their best.

The opening of the new Gunnery School is a notable land-mark in the development of India's Navy and of India's war effort as a whole.



A demonstration of " action stations " at an anti-aircraft mounting in the school.



Manning a gun at the new R.I.N. training establishment at Karachi.

HATS OFF TO THE SCHOOLS AND COLLEGES OF MADRAS PRESIDENCY!

An appeal sponsored by the JOINT WAR ORGANIZATION OF THE INDIAN RED CROSS AND ST. JOHN AMBULANCE on NOVEMBER 8TH, 1943, has indeed revealed the generous impulses and the soundness of heart of the younger generation of the Madras Presidency. This day was fixed upon as a " ONE-ANNA-CONTRIBUTION-DAY " for the School and College students in all the districts of the Presidency for the provision of X-RAY and other HOSPITAL APPARATUS. Public and private institutions heartily co-operated in this enterprise and helped to return the splendid total of Rs. 29,400 and odd. The amounts that came in ranged from two annas to 400 rupees. Letters received from Headmasters of some of the poorer schools show that even the poorest children contributed their mite in one pie coins or quarter-anna bits. These figures indicate that young folk in South India can discern and appreciate a good cause when it is presented to them.

The whole enterprise was calculated both to give children a chance of helping forward a noble cause and also to educating their impressionable minds on a great humanitarian project. Amongst the parents of these young donors, there are obviously hundreds of the poorest of the poor who are worthy followers of the noble Indian tradition of cheerful and willing giving; the impulse merely has to be evoked by adequate and timely presentation of a good cause.

QUEEN VICTORIA'S OWN SAPPERS & MINERS

By CAPT. E. G. F. WILKS

FROM the report of an officer of the Queen Victoria's Own Sappers and Miners:—

"Orders were received for 300 Sappers to go to Hessarghatta to work under the Mysore Public Works Department and minimise the damage sustained by the bund. The work was carried out."

Behind this bald report is a story of clockwork efficiency, perfect direction, and amazing engineering skill.

Actually 340 men of all ranks were put on to the job. In brief it meant that the water-supply for a very considerable number of consumers in the area was running away, and the Mysore Government wanted it stopped.

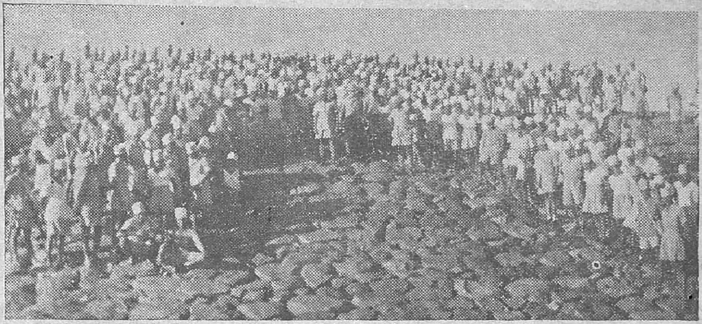
A reservoir, and a slice of revenue was at stake, but the Sappers merely took it as a tribute to their reputation and "the work was carried out."

They worked for 15 days, for the business was not only one of stopping the water from running away, but also of seeing that this sort of thing didn't happen again.

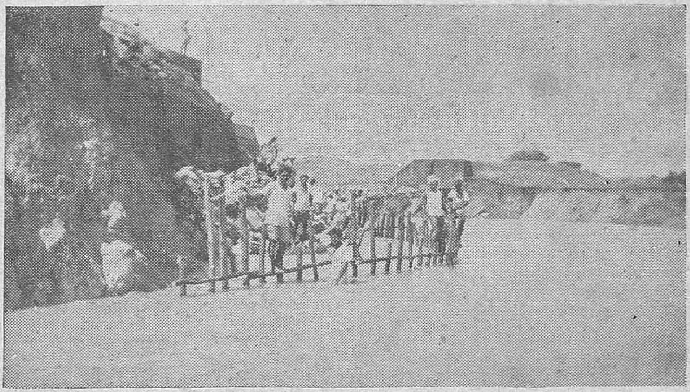
They blew gaps in weir walls, excavated 390 feet of earth for a ten-feet wide canal (about 2,400 cubic feet) most of which had to be lifted about ten feet high to be thrown clear. One group of eight Sappers filled a dumper with 90 sand-bags in 40 seconds. Three Sappers filled and loaded 675 sand-bags in one day.

They made a sand-bag revetment on a scoured portion of the bund 108 feet by 18 feet by 8 feet; a sand-bag bund across the tank 282 feet by 27 feet at an average height of 9 feet; another sand-bag wall to stop the water escaping 93 feet by 10 feet by 6 feet. They filled, loaded and positioned over 120,000 sand-bags, drove 850 miles and the total revetment and bund construction was 75,000 cubic feet—some feet!

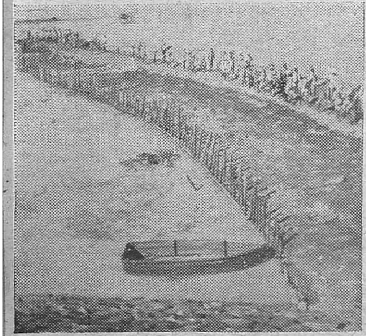
The executive engineer was of the opinion that one Sapper's work was more efficient than three coolies.



QUEEN VICTORIA'S OWN SAPPERS AND MINERS.—There is beehive activity while Sappers dig up the country side for sand.



Though up to the waist, the Sappers and Miners are not worried about it.



It looks a big job—but they did it, and did it well!

MADRASSI SOLDIERS LIVE COMMUNAL LIFE AND THRIVE ON IT

Men of a Madrassi unit somewhere on the Assam-Burma border are fighting a war of their own and winning. The enemies are filth and dirt. The Madrassis' offensive against them starts early in the morning and continues through every spare moment of the day.

Community living has developed all sorts of latent powers in the men. Skilled mechanics discover that they are also skilled launderers, skilled farmers, skilled musicians and skilled cooks.

Cottons and woollens are washed and cleaned and dried by the men themselves. You may meet Havildar Venkatapathy who two years ago had a shop in North Arcot, and is now in charge of boilers but is also a recognized laundry expert.

Or you may meet Naik Arulanadam of Shiyali who though normally in charge of machinery spends his spare time building "bashas" for his comrades. Or Fitter Krishnamurthy of Madura—"Chota Murugi" to his familiars, who is of a musical turn and can entertain his unit with improvisations generally thought to be professional.

The men are keeping in their hands at farming as they do not mean to resist the call of the land when war is over. In their spare time they work hard to supplement their rations. Their work bears fruit, or more correctly vegetables, brinjals, spinach, carrots, cauliflowers and cabbages appear on their mess tables, and the soldiers feast off them with the relish of a farmer tasting of his first fruits.

INDIA'S AIR CHIEF TO BE AIR C.-IN-C. OF SOUTH EAST ASIA COMMAND.

AIR CHIEF MARSHAL SIR RICHARD PEIRSE, K.C.B., D.S.O. A.F.C.

BRIGADIER-GENERAL H. C. DAVIDSON.—Commander of 10th United States Air Force in India, under whose operational control the strategical air force of the Eastern Air Command is to function in the war against Japan.

IT is of interest that the new Air Officer Commanding-in-Chief of the Allied Air Forces, South-East Asia Command,—A Command in which there will be the closest possible operational liaison between all the fighting forces—should be the son of an Admiral.

The Air Commander-in-Chief, Sir Richard Edmund Charles Peirse, K.C.B., D.S.O., A.F.C., began his career as a Midshipman in the R.N.V.R. in 1909. The pioneer flights of Orville and Wilbur Wright had only taken place very shortly before this time, but it was not long before he became interested in flying and in 1912 he volunteered for the Naval Wing of the R.F.C. (later the R.N.A.S.) thus becoming one of the first officers of the Service which in six years time was to be become the R.A.F.

He served with distinction throughout the war, being awarded the D.S.O. in 1915 for attacks on the German submarine bases at Ostend and Zeebrugge. After the war in 1919, he was awarded the Air Force Cross.

His first big operational command came to him in 1933, when he was appointed A.O.C., British Forces, in Palestine and Transjordan. The opportunity to show his abilities as a Commander came in 1936 with the outbreak of the first Arab rebellion. With a small air force and 19 battalions of infantry and the Transjordan Frontier Force Cavalry he succeeded in quelling the rebellion, before handing over his office to Sir John Dill, at present Head of the Joint Staff Mission in Washington.

From this time onwards, one important post after another came his way—Deputy Director of Operations and Intelligence, Deputy Chief of Air Staff, Additional Member of the Air Council, and in 1940 Vice-Chief of Air Staff, in which year he was also knighted. It was at this time that plans began to materialize in connection with the long-range strategic night bomber force, plans which had been laid several years previously, and which could now be put slowly but surely into action against Germany.

Sir Richard Peirse became Chief of the Bomber Command in 1940, and it is perhaps too little realised the important but unobstrusive part which was played in the Battle of Britain by aircraft of his Command. In actual fact the smashing of the invasion fleet, assembled in the Channel ports by the Germans to take advantage of the expected air victory over England, was in a large measure due to the courageous day and night bombing carried out by Bomber Command. The sound and steady development of the new Bomber force which led up to the first of the thousand bomber raids in May 1942—Two months after Sir Richard Peirse had assumed command of the Air Forces in India—was in a large measure due to his ground work.

Early in 1942, when the Japanese were sweeping all before them in the South-West Pacific, Dutch East Indies and Malaya, Sir Richard Peirse was allotted the superhuman task, under Field-Marshal Lord Wavell, of facing the Japanese Air Force with a handful of obsolete aircraft. He arrived in Java too late to hold up the advancing tide of the Japanese, and was forced back into India in March 1942.

Since then while he has been preparing India to receive the enormous air forces which will inevitably flow eastwards when the time comes for the final offensive against Japan, Sir Richard Peirse has organised a versatile and elastic air force of heavy, medium and light bombers with ample fighter support which has kept up a continuous attack against the Japanese in Burma throughout two monsoons and one winter. He has also built up the Fighter Defence of Calcutta and Ceylon and the Industrial districts of U.P. and Bengal. The strength of this shield was well demonstrated last January, when the Japanese night bombers were so ruthlessly shot down. His operational Command in Bengal has co-operated closely with the 10th American Air Force, which augurs well for the future, when Sir Richard will include the American Air Force under his immediate command.

WOMEN HELP THE AIR OFFENSIVE

By AIR CHIEF COMMANDANT K. J. TREFUSIS FORBES, *Director of Britain's W.A.A.F.*

THE Women's Auxiliary Air Force —the W.A.A.F.—is a vital part of the youngest British fighting force, the Royal Air Force. It was formed in June 1939 and now the officers and women of the force are replacing men in almost every branch of ground service with air force status.

With the spread of the war effort over every section of the community throughout Britain, the W.A.A.F. has expanded to many times its original size. When it was started, women were restricted to five trades. Now they are working side by side with their husbands, brothers, fiances—and sometimes —fathers. W.A.A.F. officers are serving in Canada, the U.S.A. and in the Middle East, where they have launched a campaign to recruit women to serve with the R.A.F. operating in the theatre of war there.

The official trades in which they operate in the W.A.A.F. are listed at something beyond sixty but the actual jobs done by these R.A.F. women are countless. In the great bomber offensive at present being carried on against industrial Germany, W.A.A.F. are employed not only in the tremendous preparations necessary beforehand but also in the assessment of results afterwards.

EVEN IN THE CONTROL ROOM

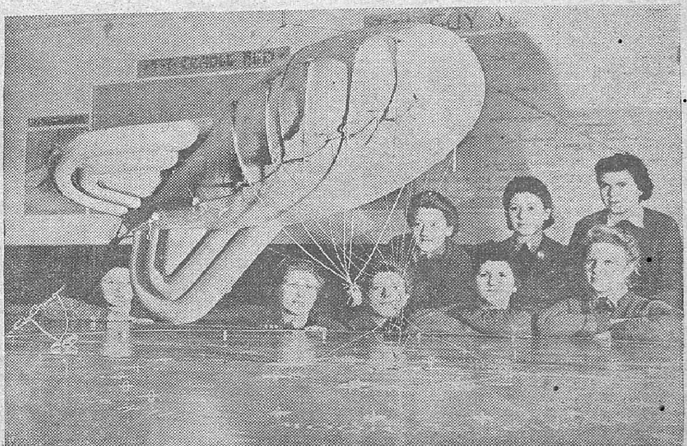
W.A.A.F. meteorologists help to provide weather forecasts without which the bombers cannot take off. Code and cypher officers, wireless teleprinter and telephone operators man the network of communications. Safety equipment workers pack the parachutes on which the aircrews may have to depend for their lives.

Airwomen assist the R.A.F. technicians in the workshops in the very finest of technical work; they clean and test sparking plugs for aircraft; they issue flying kit; they cook flying rations; they drive crews to their dispersal points.

When war was declared, Fighter Command Operations Rooms were exclusive to men—and not only to men, but to men of the very highest qualifications. Now, women are accepted in these nerve-centres of the war in the air as a matter of course. W.A.A.F. at Royal Air Force headquarters and stations play a responsible part in the operational control work involved in R.A.F. sweeps, patrols and interceptions. The same applies to Coastal, Bomber, Flying and Technical Training Commands.

Women of the W.A.A.F. do not confine themselves to work on the ground. Women flight mechanics fly constantly in the course of their duty. They fly as nursing orderlies in R.A.F. air ambulances, fetching patients back to base hospitals. Balloon crews, composed entirely of women, are manning a large number of the balloons which form the protective barrage in Britain. These crews are standing by for duty at all hours of the day and night.

THE WOMEN'S AUXILIARY AIR FORCE carry out many duties at a Bomber Command Station. Photo shows *a. W.A.A.F. working on a pictorial map of the aerodrome.*



W.A.A.F. BALLOON WOMEN LEARN THEIR TRADE.—A large number of war sites in Britain are manned by W.A.A.F. Balloon Operators. Airwomen learning the theory and practice of their trade before taking up this skilled and responsible job. Picture shows *W.A.A.F. Balloon operators learning their first lessons in "ballooning." The model balloon which is perfect in every detail was made by N.C.O. instructors at the Balloon Training Unit.*

AIR COMMANDANT TREFUSIS FORBES.

FROM FORGE TO FILMS, THE W.A.A.F.'s ARE THERE

These are some of the more important jobs done by W.A.A.F. personnel. Here are some others: Acetylene welders, armament assistants, armourers, chiropodists, cine operators, clerks, cooks, dispensers, electricians, fabric workers, hair-dressers, instrument repairers, laboratory assistants, masseuse, mess stewards, motor transport drivers, mechanics, optician orderlies, pattern makers, photographers, radiographers, radio-mechanics and operators, radio telephone operators, shoe repairers, tailors, tracers, police, radio mechanics.

The W.A.A.F. forms part of the R.A.F., and airmen and airwomen are trained on precisely similar lines. As soon as a recruit has been attested and kitted, she is instructed in drill, the organization of the R.A.F., defence, discipline and hygiene. Once she has reached a suitable standard in these subjects, she is trained for her particular trade and posted to a unit. She begins as an air-craftwoman second class in the R.A.F. She may then be promoted to aircraftwoman first class, leading aircraftwoman non-commissioned rank—corporal, sergeant, flight sergeant and warrant officer. Apart from rare specialists and women holding scientific degrees, all W.A.A.F. officers are chosen from the ranks.

AIR CHIEF'S TRIBUTE TO THEIR WORK

That they have proved themselves worthy of their place in Britain's battle scheme is proved by the words of the Chief of Air Staff in a message to the Director on the occasion of the third anniversary of the formation of the W.A.A.F.: "We have watched with admiration the skill and keenness of your officers and airwomen in their work, and we are grateful for the increased strength and efficiency which you bring to our common service. You are making a splendid contribution to our ultimate victory."

POWER OF THE "LITTLE SHIPS"

By H. E. HANCOCK

IN all previous wars battles at sea have consisted mainly of fleet actions —battleships and battle cruisers, screened by cruisers and destroyers, in opposition against the enemy's fleet. Only one such action was fought during World War I when the German fleet was defeated at Jutland and did not leave port again until it surrendered.

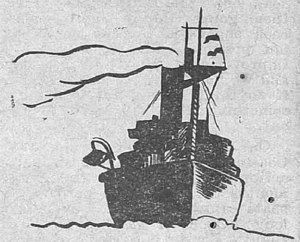
So far the present war at sea—apart from the eternal battle with the U-boats—has been mainly between small ships. The occupation by the Germans of the French Channel ports, only 20 miles away from Britain at its narrowest point, intensified this form of warfare, for the big ships are to some extent vulnerable when operating in the narrow waters unless a shore-based "umbrella" of fighter aircraft can be provided. In this war, Britain's Grand Fleet is strategically placed for dealing with her enemies' fleets should they ever put to sea.

HARASSING GERMAN CONVOYS

In addition to road and rail transport, much of Britain's home traffic is carried by coastal ships—small cargo carriers trading between the various ports around our coasts; and when France fell Germany was placed in a very advantageous position to attack out coastal convoys. The Germans used for the purpose not only aircraft but small armed ships called "E-boats," and, as a counter to these ships, a new force was built up in Britain to meet them. As this force increased in strength not only did it become possible to give adequate protection to British coastal convoys but to carry the fight to the Germans.

Germany's rail communications have been badly knocked about by Allied aircraft; and the Germans have been forced more and more to use coastwise shipping. Britain's Light Coastal Forces, however, are interfering with this traffic to such an extent that very few German convoys get through the Channel without being intercepted.

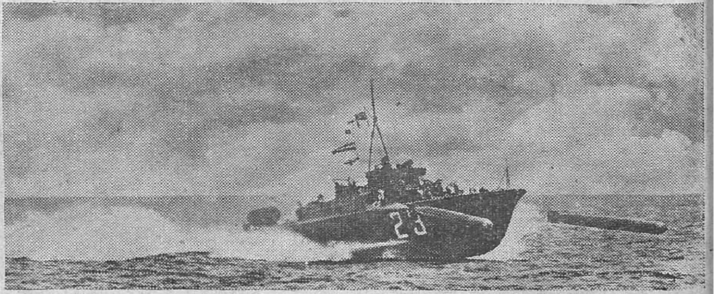
The Coastal Forces consist of four main types of vessel. Starting with the smallest, the harbour defence motor



launch is, as its name implies, essentially for harbour defence in home waters; but those little ships of 24 metres in length are also doing a certain amount of escort work for coastal convoys. A good many of these motor launches are in service in other parts of the world, and many more are building. The ordinary motor launch, which is a size larger, has a length of about 35 metres. These vessels have petrol engines and are very good sea-boats for their size. They are the maids-of-all-work for the Coastal Forces. They are doing extraordinarily good work in coastal escort. They are also in service in Australia, New Zealand, India, and, in fact, practically everywhere.

FITTED WITH AIRCRAFT ENGINES

These ships are built on the prefabricated system and parts can be shipped to any place in the world where they can be put together. They are also being built at many places abroad in addition to the considerable production at home. For offensive purposes there are the m.g.b.'s (motor gun-boats) and m.t.b.'s (motor torpedo boats). The two types are somewhat similar. The larger types have long endurance and good sea-going qualities and can fight in rougher weather than the German E-boats. Quite a number of these vessels have been shipped abroad. A certain number are also being built in the United States, and these are shipped as completed vessels as and when shipping space is available.



Picture shows *a British naval torpedo boat firing a group of torpedos at speed in the Channel.*

The maintenance side is important. The m.t.b.'s and m.g.b.'s are fitted with aircraft engines, and have a hard time because they go out in all weathers. They get a good bumping from the sea, but the maintenance staff keep them going. Many improvements have been suggested by designers, but it is not possible to keep pace with all the improvements which are recommended, and we have now reached a stage where, if anything else is put into the vessels, something else will have to be taken out.

On the operational side, the Light Coastal Forces have averaged about one action each week. During the winter months there are long periods when the boats cannot go to sea, but during one long period of the present year the Light Coastal Forces averaged one action a night in the Mediterranean and home waters. Coastal Forces have figured in many combined operations such as St. Nazaire, Boulogne, Bruneval, and Dieppe and, of course, Sicily.

NEW TYPES FOR COMMANDOS

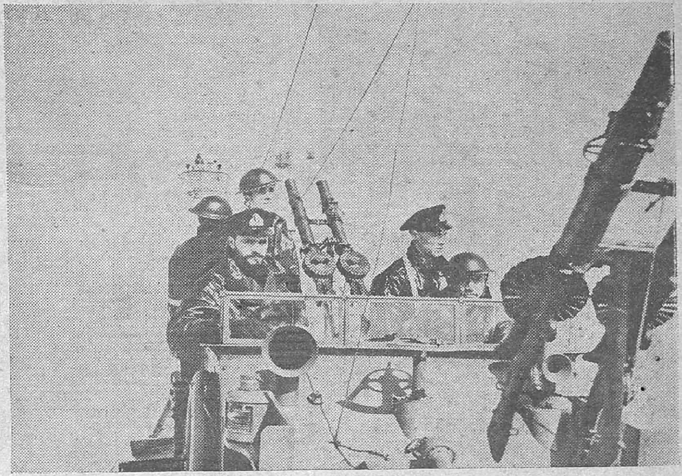
The war has brought into being many other new types of small craft for landing troops and their supplies on beaches; such as a.l.c.'s (assault landing craft) and m.l.c.'s (motor landing craft). These have been built mainly in small yards all over the country and were used by the naval commandos in raids on the Lofoten Islands in Norway and in Dieppe in Northern France. They were also used in large numbers for the landings in North Africa and Sicily.

Then there are the minesweepers—small craft which clear the channels and sea routes of mines. These vessels are divided into three groups—Fleet minesweepers, Admiralty minesweeping trawlers, and auxiliary minesweepers. The first class is specially designed and specially built for the work and do their clearances at a higher speed when operating in front of ships of the fleet. They are usually of from 900 to 1,000 tons.

Admiralty-built trawlers usually work in coastal channels and the approaches to estuaries and harbours. They, too, are specially built and can be used for routine searches and clearances. Last, but not least, come the auxiliaries which before the war were pleasure steamers, fishing trawlers and drifters, barges, launches, and yachts. They operate principally in protected waters, but even there the work is vital when the Germans have dropped mines from aircraft.

ON FIRE 300 MILES FROM LAND

Another type of small craft which has been developed is the rescue tug. These vessels go out into the oceans in all weathers to bring home ships which may have received damage as a result of enemy action, save their cargoes and then get the vessels to the shipyards for repair. The captain of one of these craft told me recently of some of the work his tug had been called upon to perform. On one occasion they were sent to bring in a cargo-ship of 10,000 tons which was on fire about 300 miles out in the Atlantic. After many attempts to get the tow-rope connected they at last succeeded and managed to tow the ship to a British port.



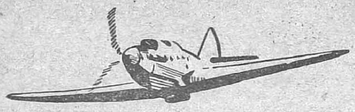
BRITISH MOTOR TORPEDO BOATS.—Their torpedo armament makes the Motor Torpedo Boats of the Royal Navy a formidable weapon against even the largest ships. Their amazing speed enables their attack to be delivered with the maximum of surprise as well as making them a difficult target for the gun power of the enemy. Photo shows *the crew of a Motor Torpedo boat. This branch of the service is much sought after by young men with the desire for speed and adventure.*

Despite the fire, about 7,000 tons of cargo were saved and the ship was repaired and put back into service.

On another occasion during the North African operations, he received orders to go to a ship in distress. This ship, a tanker, had on board 10,000 tons of octane spirit and she had been torpedoed twice. She was down heavily by the stern, her funnel was awash, but she was got to port, every gallon of her cargo was saved, and the ship herself has since been repaired. These little rescue tugs—of which, unfortunately, I am not permitted to give technical details—have many fine jobs to their credit.

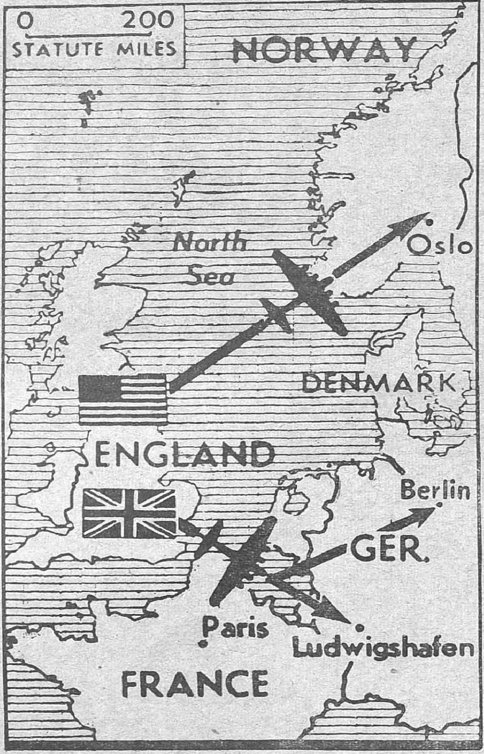
All the types of ships which I have mentioned are on Naval Service. In addition to these, the Ministry of War Transport operates no fewer than 10,000 little ships for servicing the British Fleet and other special wartime tasks.

Red Army men pursue the enemy retreating from Yelnya.



TRUE ROLE OF THE DAY BOMBER

By MAJOR GEORGE FIELDING ELIOT



LONG-RANGE BOMBING.—"The Allies appear to have won a round in the titanic battle of the air, in which our object is to reduce the total German war potential so that they can neither build up their fighter strength nor continue to supply their armies . . . . Air power makes use of teamwork in the solution of its problems, requiring the heavy night bomber, the heavy day bomber, the light Mosquito bomber, etc., all in due proportion, for the carrying out of the tasks assigned to it." The map to the left *represents a recent joint raid by the U.S.A.A.F. and the R.A.F. heavy bombers on Norway and Germany, respectively, on one day.*

THE long-distance raid on the Messerschmitt plant at Wiener Neustadt was an excellent example of the part which the long-range precision day bomber can play in a general air offensive. The day bomber carries a far smaller load of bombs than the night bomber, as a rule, because it must carry a heavy weight of defensive armament and because of the weight of equipment which enables it to fly at extremely high altitudes on its way to and from its target. Also, in operating at great distances a great part of its weight-carrying capacity must be used to transport the necessary fuel. To offset this small bomb load the day bomber has the advantage of bombing in daylight with the use of a very accurate sight. It delivers a smaller load of bombs, in other words, but it is likely to place them with greater accuracy.

For these reasons—long range and great accuracy—one of the great jobs of the day bomber is to select and destroy particular targets, in accordance with the needs of the moment. Of this selectivity, the raid on the Messerschmitt works may be considered an instructive instance. Naturally, the Germans are doing the best they can to build up their fighter strength in order to have some sort of defence against the increasing Allied bombing offensive. They have been trying to increase the capacity of fighter plants, like that at Wiener Neustadt, which they fondly hoped were outside the radius of action of our bombers. When the raid took place, there does not seem to have been any very efficient opposition, which suggests that the Germans were caught totally off guard. Now they will have to spread their defence system, already deficient in strength.

Thus the Allies appear to have won a round in the titanic struggle of the air—the battle in which the immediate German objective is to build up greater and greater fighter strength until they can offer a really powerful defence against our bombers, while our object is so to reduce the total German war potential so that they can neither build up their fighter strength nor continue to supply their armies. It is doubtful that air power can do this all by itself. But it is instructive to note that just as air power must form a part of the great team, the Allied war machine, so air power itself makes use of teamwork in the solution of its problems, requiring the heavy night bomber, the heavy day bomber, the light quick-raiding Mosquito bomber, the fighter-bomber and the fighter, all in due proportion, for the carrying out of the tasks assigned to it.

It would not, for example, have been worth while to send night bombers to raid Weiner Neustadt. Over that great distance they could not have carried many more bombs than the Liberators, they would not have been able to drop these bombs with anything like the same degree of accuracy and they would probably have sustained heavy losses en route, even against indifferent opposition, because of their lack of defensive armament and their inability to fly high.

On the other hand, it would be foolish indeed to send Liberators on a big night raid over the Ruhr. At night their great ceiling and their defensive armament are both almost useless, so that to use them for such a purpose would merely diminish the effect produced on the target with no compensating advantages.

More and more this war has become a war of specialists, of specially designed weapons and men trained especially to handle them for the accomplishment of specially selected purposes. More and more the problem of leadership in this war is becoming the problem of combining the efforts of these specialists in efficient teamwork so that the sum totals of their special accomplishments may produce a desired general result.

No one form of fighting power is the key to victory. Teamwork is the key to victory.

The class of would-be Army officers were going through a general knowledge test.

"Now," said the instructor, "imagine you have a sergeant and fou teen men of the R.E. How would you set about re-erecting a sixty-foot pole blown down in a gale?"

The cadets got busy, drawing diagrams and making calculations, with one exception. He wrote a few words o ly and then sat back. Interested to see what he had written, the instructor picked up the sheet of paper. On it was the brief comment:

"Tell the sergeant to carry on."

THE AFRIKA KORPS GOES TO THE U.S.A.

By BEVERLY SMITH

HERE in the hills of the American State of Tennessee I have been watching a strange sequel to the battle of Tunisia.

In the rejoicing over the capture of 248,000 of Axis prisoners in North Africa, few people stop to consider the enormous problem of guarding and caring for such numbers of men. But the American Army had made its plans for such a situation. In the last few months German and Italian prisoners by the thousands have been pouring into American Eastern ports, and are now being settled in the internment camps prepared for them throughout the country.

The way these prisoners are treated is of vital concern to every one in the United Nations, because it will largely determine the treatment given to the thousands of Allies now in the hands of the enemy, or who may be captured hereafter. Thus it may affect anybody in, or who has relatives in, our armed forces.

How, then, are these enemy prisoners being handled? How do they live? What do they wear? What work do they do? How do they amuse themselves? How are they guarded?

To find the answers to these questions I have spent a week in one of the first of these camps for enemy prisoners. I have seen them come in fresh from the battle fronts and settle down to camp life. I inspected their quarters, sampled their food, watched them at work and recreation, and talked with those who wanted to talk.

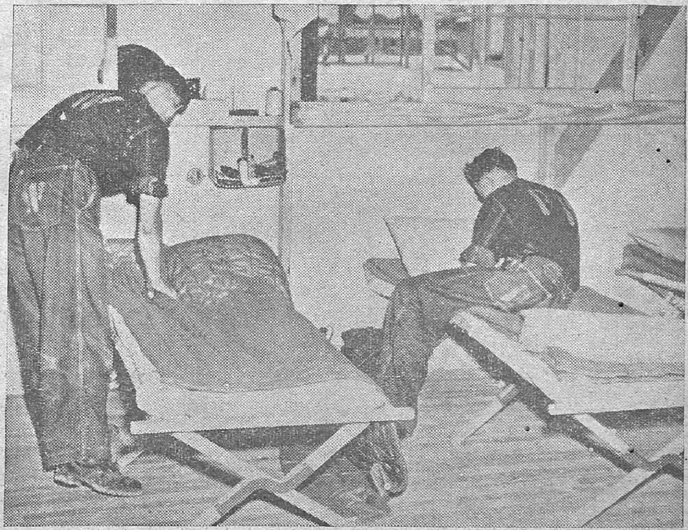
None was required to answer me. I did not ask any of them what they thought about the war, its duration, or their attitude towards their own governments: Such questions would be considered invasions of their privacy, which is protected by international rules governing the treatment of prisoners of war.

This camp was started last fall and it began to receive prisoners during the winter and spring. The Germans are kept in one area, the Italians in a separate area. This camp contains both officers and enlisted men.

The last big batches of prisoners, filling the camp to its capacity of nearly 15,000, came in during my stay here. The scene as a new consignment of them arrives in the little town is one I shall not forget: the late afternoon sun shines on the little brick railway station as the special train pulls in from the East. From the coaches emerge wary files of men in strangely assorted uniforms. Most of them are still deeply burned from the African sun; some, who cruised beneath the ocean until a depth bomb brought them up, are blond and pale.

These are the warriors of Hitler and Mussolini, captured on distant seas and battlefields. They glance about with a puzzled expression. For them, the Axis glory trail has led to Main Street, United States of America.

German prisoners of war in the United States eat in the dining hall of an American prison camp, typical of the 21 camps throughout the country. The food is the same as that fed to the American soldiers and the rules laid down by the Geneva Convention are all religiously adhered to.



These German prisoners of war, interned in the United States, are shown making up their dormitory beds in their quarters which are exactly like the barracks used to house American troops. Although they may retain their own uniforms, a large "PW" is painted on their backs to identify them.

The majority of the Germans are from Rommel's once dreaded Afrika Korps. Among the Italians I see the insignia of the Bersaglieri and the Centauri. There are fliers, parachute men, artillery men, panzer men from the German tank divisions. Now they blink briefly in the waning Tennessee sunlight before climbing into the waiting trucks and buses to be whisked off to the nearby camp which will be their home until the war ends.

If they have any fears they are quickly dispelled when they reach the camp, with its hot food, shower baths and comfortable bunks.

But first they are put through a quick and efficient "processing," in which they fill out identification slips, have preliminary medical examinations, and turn in their money, which is receipted for and deposited to their account.

They are searched for weapons and military papers but are allowed to keep all their other belongings. One general arrived with enough baggage for a honeymoon, but most of the men captured in battle have only what they can carry.

This scene is being repeated in many American states and communities this summer as the Tunisian and Sicilian harvests continue to roll in. In addition to this camp, there are twenty others.

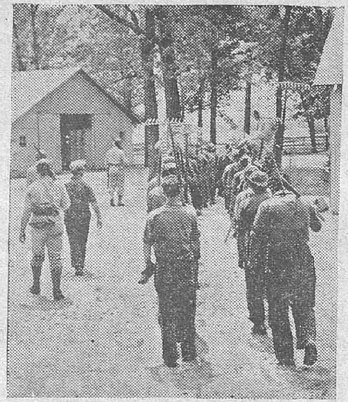
As the packs are spread out you see all the curious variety of possessions which a soldier clings to throughout bombing, machine-gunning, and shellfire. Pictures of wife, family, children. A letter-writing kit. Skin lotions against African sun and insects. A pair of prized carpet slippers. Toilet paper always. Shaving kit. A can of salt to ward off heat prostration in the desert. Sometimes a worn phonograph record carrying a favourite tune. Small hoards of tea or coffee.

AXIS OFFICERS SMILE

This inspection of baggage is the first real contact the prisoners have with the American officers and men who guard and administer the camp. The prisoners were grim and impassive at first. Then, as the Americans treated them pleasantly, handled the prized possessions carefully, and amiably joshed them along about some of their unusual possessions, I could see even the sternest of the Axis officers relax, smile and chuckle. There was something deeper here. These prisoners now knew that they would be decently treated. They could see and feel that there was no cruelty in these Americans set to guard them.

The prisoners of war here live in an enclosure of some 125 acres. Except for the high, barbed-wire fences and the towers where guards watch night and day with searchlights and machine guns, this might be an ordinary American army camp. There are the same long, wooden barracks, the same type of mess halls, shower baths, sanitary facilities, the same well-equipped hospital. There is a recreation area. The supply rooms carry the same foods as the basic American army ration.

Outside the stockade live the American military police guard and escort companies, especially trained for this work, and the other administrative officers who run the camp under the command of Colonel Frank T. Addington—an experienced, able, jovial, square-footing regular army officer.



With rakes and hoes over their shoulders these Italian prisoners of war at an internment camp in the United States of America march to work in the prison's vegetable garden. Plenty of recreation is provided and the enlisted men may be put to work outside the camp as long as the work is not directly connected with the war.

The German and Italian officers and men live just as well materially within the limits of that barbed wire as do the American officers and men on the outside. The United States Army does not follow this policy out of sentimentality or soft-heartedness, but in strict compliance with the Geneva Convention, which was signed by our Government and most of the governments of the world, including Germany and Italy, in 1929. Prisoners in past wars have suffered all kinds of cruelties and hardships. Therefore, the nations tried, in the peaceful days of 1929, to lay down detailed, comprehensive rules to protect the prisoners of future wars.

The general principle of it is that of the golden rule: Do unto the enemy prisoners as you would have the enemy do unto your prisoners. Thus enemy prisoners in our hands receive care and shelter similar to that of our troops; Allied prisoners in Germany receive food, care and shelter similar to that of German troops; American prisoners in Italy receive food, care and shelter similar to that of Italian troops and so on.

Japan is an exceptional case. It signed the Geneva Convention, but never ratified it. Nevertheless, the Japanese Government notified us when the war began, that it would observe the rules of the Convention. After the bombing of Tokyo, the Japanese executed several of the American fliers who fell into their hands. As to the other thousands of Americans, mostly from Corregidor and Bataan, who are prisoners of the Japs, information is skimpy. What we have indicates the Japs are making at least some attempt to observe the Geneva rules.

For our part, we are treating the Japanese prisoners we have in conformity to Geneva. These Japanese prisoners consider that they are in disgrace, and do not even want their names sent back to the home country.

When the Convention was drawn up in Geneva in 1929, the senior technical adviser of the American delegation was Major Allen Gullion, of Kentucky. When this war came along it was Major-General Allen Gullion who was the Provost Marshal General of the United States Army, charged with responsibility for taking care of enemy prisoners. Long before the battles in Tunisia, he began drawing up his plans and training special companies of military police escorts and guards in the care and feeding of prisoners a la Geneva. Thus, when the influx of prisoners began to take on the proportions of minor invasion, the United States was ready for them.

Here at this camp, as at other internment camps, the Geneva Convention is the Magna Charta and the constitution, the law, and the prophets, by which the prisoners live. It prescribes rules not only for food and lodging and medical care, but for recreation. The privileges of rank and pay, letters from home, religious services and adjustment of grievances.

MAKING THE BEST OF CAMP LIFE

The great majority of the prisoners are settling down to make the best of the camp life that stretches out before them indefinitely. The Italians play such card games as brisoola and rummy. They have smoothed out a clay alley on which they play the Italian bowling game of boccie. The younger ones go to the recreation field for a fast game of soccer. In a shady place beside their barracks, the enlisted men with home-made chairs, benches and tables, have set up a fair imitation of a sociable little Italian piazza in the old country. Here in the evenings they smoke, hold long, energetic conversations and sometimes sing.

The Germans also go in for hard-played soccer games, with enthusiastic cheering from the side lines. They play volley ball and badminton. And their group singing, as we hear it in the evenings from the American quarters, is of high quality. Musical instruments and equipment for sports are supplied by the international Y.M.C.A. The Y.M.C.A. has also supplied some books and others have been inherited from the old CCC camps.

The prisoners have a few radios. Some of the prisoners have picked up American phrases which they learned from the radio and which they speak with a distinct radio announcer's account. The other day I saw a young German lieutenant listening, with an expression of bemused pleasure, to a hillbilly ballad.

The encouragement of prisoners in recreational facilities is required by the Geneva Convention.

All the expense of caring for these prisoners, and pay and allowances given them, are kept account of. At the end of the war the Geneva Convention requires that Germany and Italy reimburse us in full for these moneys, just as we must reimburse them for the care of Americans in their camps. How far it will be practicable to carry this out after this war is problematical.

Yes, prisoners of war get pay. The American pay officers in the grade of major or above $40 (Rs. 130) a month, captains $30 (97–8–0) a month, and lieutenants $20 (Rs. 65) a month. The rest of their regular salaries is put to their account or paid to their families in their home country. Officers are not required to do any work unless they want to. Many of them choose to work in the garden and beautify the grounds around their quarters, just to pass the time away. Others read, write, paint or compose music. Some just loaf, some just talk.

Neither officers nor men receive any pay in cash. They are paid in coupons which can be used as money in purchases at the post exchange which is maintained within the stockade. Here officers and men can buy such things as toilet articles, personal accessories, sweets, soft drinks, souvenirs, cigarettes and beer. Yes, the Geneva Convention allows prisoners to have beer not exceeding a pint a day.

A general is allowed to have an orderly, each two field officers an orderly, and each four of the lower officers an orderly. These orderlies, chosen from their own enlisted men, are supposed to be pay 80 cents (about Rs. 2–8–0) a day by the officers.

Generals have two rooms, field officers one room, lower officers are billeted two to a room. The German and Italian officers are very insistent about their privileges of rank, and this is definitely permitted by the Geneva Convention.

Enlisted men among the prisoners get an allowance of 10 cents (about 6 annas) a day, and are required to do the regular work of their camp, such as KP and the rest, without compensation. But for any additional or outside work they receive at least 80 cents a day.

HELPING TO BUILD A DAM

Our armies are permitted to put these enlisted men-prisoners to any type of work not directly connected with military operations. They have already been used in work on the levees, and in Texa they are helping to build a reservoi dam at Denison.

The prisoners are organized in companies of 250. An American officer and 3 to 5 enlisted men are assigned to th supervision of each company at first and these enlisted men are withdrawn as soon as it is practicable to replace them by prisoners who show ability for the job. It is to the interest of the prisoners as well as the Army to have a clean, well-tended, harmonious atmosphere. Many of the Italian and German officers and non-coms. have made themselves most valuable as advisers and supervisors, and this is appreciated on both sides of the barbed wire.

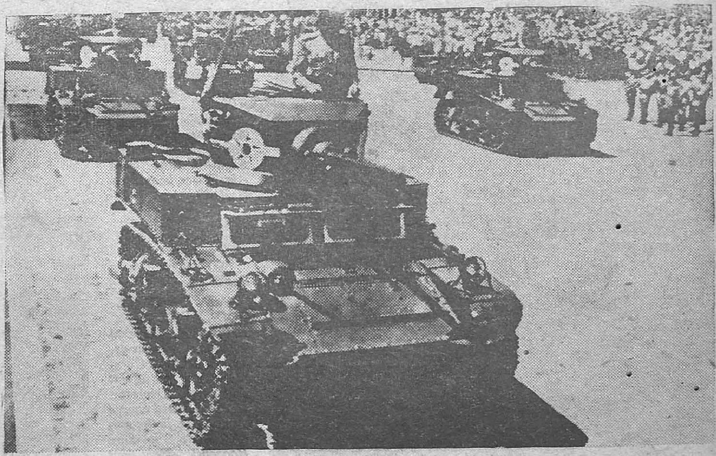
An internment camp is not a prison. Under the Geneva Convention, "Prisoners of war have the right to have their person and their honour respected."

Once a week the representatives of the Italian companies, in the morning, and the German companies, in the afternoon, meet with Colonel Addington to make their suggestions and air their complaints. The Colonel goes as far as he can in meeting their requests. If the prisoners still feel aggrieved, they have frequent opportunities, when representatives of the Swiss and the International Red Cross visit the camp, to make their appeal. These representatives not only inspect their camp, but talk to the prisoners in private. Their colleagues, in Germany and Italy, are performing a similar office in protection of our Allied prisoners.

The prisoners may wear their own uniforms if they wish, though their clothing is marked with the letters 'PW' for 'prisoners of war.' Furthermore they are furnished with clothing, linen and footwear by the detaining power. In summer the prisoners usually wear only shoes, socks, and shorts during the heat of the day.

Most of them are sunburned, husky and in fine physical shape. If they have any old wounds, illness, or physical infirmity, they are cared for in an excellently equipped hospital, by American medical men assisted and advised by German or Italian doctors and dentists from among the prisoners.

These United States Army soldiers are demonstrating the loading of a new rifle grenade. The grenade is fired on the rocket principle and it is a formidable weapon for attack and defence. Many of the latest weapons are using rockets to give more speed to the projectiles.



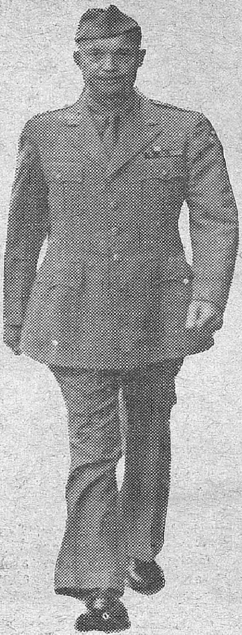
BRAZIL DISPLAYS MECHANIZED FORCE.—Twenty-eight-ton tanks of a mechanized division of the Brazilian Army roll through the streets of Rio de Janeiro, capital city of Brazil, during ceremonies celebrating the 122nd year of independence for South America's largest republic. Brazil, one of the United Nations, joined the Allies in declaring war on Germany and Italy, Aug. 22, 1942.

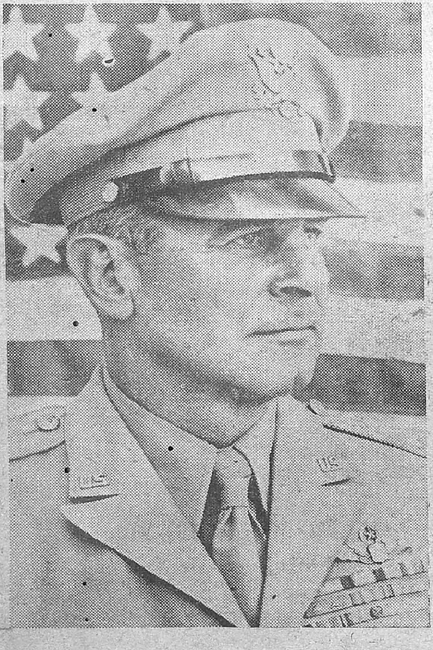
Left :

GENERAL C. GEORGE MARSHALL.—Chief of Staff of the United States Army.

Right ;

GENERAL DWIGHT EISENHOWER.—Supreme Allied Commander of the British and th' United States Expeditionary Forces, organizing in the United Kingdom for the liberation of Europe.





Left :

GENERAL DOOLITTLE.—Major General James H. Doolittle of the United States Army, former Commander of the Allied North-west African Strategic Air Force, is now Commander of the Eighth United States Air Fosce based in Britain.

Right :

GENERAL ROOSEVELT.—Brigadier - General Theodore Roosevelt, Jr., is Deputy Commander of the First Infantry Division of the United States Army. He is the son of the late Theodore Roosevelt, President of the United States from 1901 to 1909.

Left:

GENERAL SPAATZ.—Leeutenant-General Carl A. Spaatz of the U.S. Army former commander of the Allied North-west African Air Force and Allied Deputy Air Commander-in-Chief in the North African war theatre has been appointed Commander of the American strategic bombing force operating against Germany.

Right:

FIELD MARSHAL SIR JOHN DILL of the British Army.

Left:

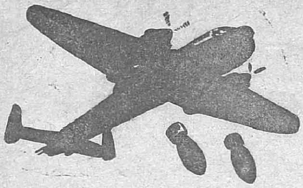
GENERAL STRATEMEYER.—Major-General George E. Stratemeyer is commander of United States Army Air Forces in China, Burma and India and Air adviser to Lieutenant-General Joseph W. Stilwell, Commander in Chief of United States forces in the China-Burma-India theatre.

Right:

GENERAL SIR BERNARD MONTGOMERY, Commander-in-Cheif of the British Group of Armies under General Eisenhower.

U. S. ARMY REVEALS SKIP-BOMBING SECRET

By SIDNEY SHALETT



THE secret of skip-bombing, one of the most deadly aerial attack techniques developed in this war, was revealed recently by United States Army aviation authorities as a concentration of terrific protective fire power combined with perfect timing and co-ordinated attack.

Skip-bombing, the technique whereby Lieut.-Gen. George E. Kenney's South-West Pacific airmen were able to sink twenty-two out of twenty-two Japanese ships in the Bismarck Sea is a method of mast-high bombing attack on targets. Until now the unexplained secret has been how American airmen were able to get away with such dangerous tactics so successfully, but today Air Force authorities permitted part of the story to be told.

It isn't just one plane that roars in to "skip" its bombs along the water—or even against a land target—like a small boy skimming flat rocks across the surface of a peaceful pond. It is a flight of planes.

And it isn't an ordinary flight of planes. The regular armament has been augmented with a mass of 50-calibre machine-guns—powerful weapons which can tear a hole through the plates of a destroyer.

GUNS POUR DEATH ON TARGET

To skip-bomb, the flight comes in on a line, all guns blazing away at the target. If it is a ship they are driving against, the chances are that it will be impossible for anti-aircraft gunners on the decks to stick at their guns. The mass of blazing lead thrown out by the oncoming line of planes, as one officer who has studied reports on skip-bombing attacks described it, is "the nearest thing to concentrated air hell that has yet been achieved."

After the blazing guns have broken up any anti-aircraft interference which a warship might offer, the planes dive down even lower and cut loose their bombs. So incredibly accurate is most skip-bombing—the Bismarck Sea massacre was eloquent testimony to that—that direct hits usually result. Even if a near-miss occurs, the explosion usually is close enough to open the beams of the ship and send her under.

The skip-bombers also do double duty, for after coming in shooting and then dropping their bombs on the target they sometimes return to shoot up the target further. Sometimes one flight acts as "cover" for another flight and then the flights reverse roles, with the first bombers acting as "cover" and vice versa.

Another secret of skip-bombing is the use of delayed-action fuses by which the bombs explode after they have penetrated the plates of a ship and after the low-flying planes themselves are out of danger from the explosion.

CREDIT FROM GENERAL ARNOLD

General H. H. Arnold, Commanding General of the Army Air Forces, has given high credit to the proving-ground command at Eglin Field, Fla., for the work it has done in perfecting the technique of skip-bombing. The British did much of the early work in the field, but since their "ricochet-bombers," as they called them, did not mass the concentrated fire power that United States planes have adopted, they ran into trouble when the Germans began using flak, anti-aircraft, ships in the English Channel, and did not go so far in the skip-bombing field.

Major-General William O. Butler, commanding the Eleventh Air Force in Alaska, and his Chief of Staff, Colonel William O. Eareckson, did some pioneer work against the Japanese with skip-bombing. The Japanese apparently did not learn, however, for General Kenney, in the South-West Pacific, carried the technique still further, until it was marked by the spectacular victory of the Bismarck Sea.

General Kenney has given credit to Major William Benn and Major Kenneth McCullar for development of the technique. He declared that these two officers, both of whom since have been killed, were "chiefly responsible for the development of skip-bombing, and I give them all the credit in the world."

Brigadier-General William E. Lind recently won the Distinguished Flying Cross for sinking two Japanese ships on a single run by skip-bombing near Wewak, New Guinea. Lieut.-Col. Ernest C. Young of Stillwater, Okla, flying a Lightning against Pantelleria, actually "skipped" a bomb into the opening of an underground hanger on that Mediterranean fortress.

At a recent demonstration by the United States Army Air Forces School of Applied Tactics, this writer saw three Havoc light bombers "skip" three bombs apiece at a rather small ground target. Every one of the nine bombs passed squarely through what was left of the target, whereas a previous flight of bombers coming in at 5,000 or 6,000 feet had not achieved anywhere near this degree of accuracy.

GUNPOWDER GIRL

I am a powder girl. One of America's Explosives loaders. Every day for 18 months I have lived and worked with danger. Eight hours each day I pour yellow grains of smokeless powder into silken sacks. As I work I think about the men in battle who will feed those charges into their big guns.

The loading plant where I'm employed is one of the largest and most modern in the world. It sprawls across 8 miles of fertile farmland in the midwest of America. Four thousand girls just like me work inside this plant. We are surrounded by every possible safeguard.

When I told my family I was going to work in an explosives plant, mother exclaimed, "Oh, no! You mustn't. It's too dangerous." After all, I was 19 years old. Powder loading was among the few things I was qualified to do.

I didn't have to argue with my father. It's a bitter disappointment to him that he's too old to fight. And since I haven't any brothers, he agreed with me that the least we could do was to send a girl to fill a war job.

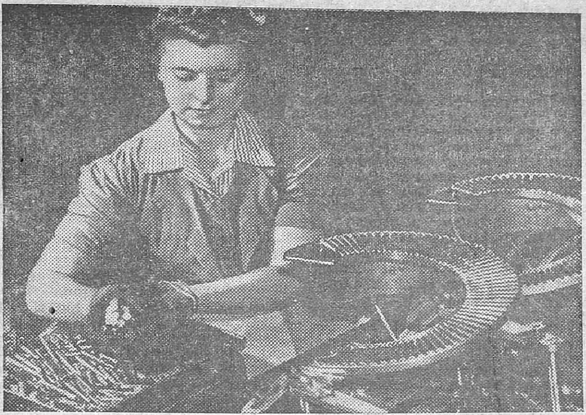
The only gun I'd ever fired was my cousin's ;22; the only gunpowder I'd ever seen was the sooty kind that oozes out of firecrackers. Smokeless powder, I discovered, is something altogether different. Instead of being black, it's the colour of beeswax. And instead of being fine as dust, the individual "grains" are themselves the size and shape of baby Chinese firecrackers. These are the smallest smokeless powder grains we load at this plant. The biggest grains we handle are as thick as broomsticks and longer than your thumb. Yet it takes several thousand of them to make a single charge for a 16-inch gun.

CORN COLLEGE

Before a new girl is admitted to the explosives area, she is supposed to attend "corn college" for one week. Corn college is the training school, housed in an outside building, where you practice loading and assembling various types of charges, using grains of corn instead of powder. When I was hired, the plant had just opened, and the loading lines were short of help. Instead of going through corn college I was given a 2-hour safety lecture and then put right to work.

I found myself in a narrow, white-painted room (or "booth," as I soon learned to call it), together with four other girls about my age. The youngest and prettiest was called Daisy Mae and she had been on the line just one week, herself. Daisy Mae took me in hand and showed me what to do.

One long side of our booth consisted of outward-swinging doors, opening on a covered walk set level with the ground. Against the room's rear wall was a high, wide, copper workbench. At one end stood a sewing machine, belted to an overhead shaft. Beyond that a heavy, bronze door, like the entrance to a dumb-waiter, was fitted into the wall. At the



CANADIAN WOMEN MAINTAIN HIGH STANDARD IN HOME FRONT WAR FACTORIES.—*A Canadian girl munition worker. Thousands of Canadian women are employed in small arms ammunition produc ion. Plant managers report that in all operations where girls have replaced men, a high standard of workmanship has been maintained.*

opposite end of the bench a copper pipe, thicker than your arm, slanted down from the ceiling into a silver-plated gadget like a toaster turned upside down. This they told me was the powder-measuring machine. The air inside the booth was moist and warm and faintly tinged with ether. It made me think of the operating-room in the hospital where I had my tonsils out.

Daisy Mae filled brass cups with powder at the measuring machine. Another girl weighed them, adding or subtracting a grain or two by hand until the quantity was exactly right. A third girl checked the weight on a second scale, then passed the cups to me. My job was to pour the powder through a copper funnel into a flat, round bag, about the size and shape of a muffin. When this was filled, I handed it to the last girl in the line. She sat at the machine and sewed up the opening. After she finished each batch of 20, she would take them to the bronze door, open it, and put the bags inside. After she had closed it, we could hear the girl on the other side of the yard-thick wall opening her door to take the charges out. In this way your room remained at all times completely sealed off from its neighbours.

That afternoon Daisy Mae and I were switched to the assembly-room. This proved to be a larger workroom at the end of the same building. In it about 20 men and girls took the bags which had been loaded in the different booths and put them together to make up the complete charges for the 105 millimeter howitzer. Seven bags—a base charge and 6 separate increments (on "inkies") containing different amounts of powder—go to make up the full load. That's so our gunners, by adding or subtracting bags, can increase or decrease the range of the cannon without altering the angle of fire.

Our job was to assemble the white bags, with numbers from "1" to "7" prominently printed on their tops and bottoms, in the proper order, thread them on a silk cord, and tie them all together. Aside from jumping and pricking myself with the threading needle whenever someone banged the chute door or dropped a metal tray, I managed to keep a tight grip on my nerves. By quitting hour I had drawn blood half a dozen times, and was more tired than I had ever been in my whole life. But I was proud as punch. For I had struck it out. I could call myself a WOW—a full-fledged Woman Ordnance worker—and one of the Army's powder girls, at that.

For a year and a half now I've been working in explosives. I wouldn't change my job for that of any WAAC or WAVE or SPAR. Danger? Of course! Smokeless powder is less "touchy" than black powder, which we also load at this plant; but it's more quick-tempered (although slower-burning) than TNT—the "high explosive" with which most bombs and shells are loaded.

SAFETY ASSURED

"Safety above everything" is the watchword of the Ordnance Department of the United States Army, under whose supervision this plant was built and is now being operated. The loading houses are separated from each other by hundreds of yards of open lawn. They are just 2 stories high, and the second floors are visited only by the men who dump the powder into hoppers to feed the lines below. In case of trouble these men can get back to terra firma in a hurry by means of safety chutes, like children's playground slides.

All our workrooms are on ground level. Outer walls are mostly doors, and the roofs are built thin on purpose. By way of contrast, interior walls and partitions between booths are made of reinforced concrete. In case of a "blow" in any room, the force of the explosion will go up and out, and not touch off the powder in the adjoining booths.

We wear flameproof uniforms. There's a safety shower outside every room. If anything about a girl should catch on fire, all she needs to do is step through a door and yank down a handle, to be deluged in a jiffy. There's also an automatic sprinkler system that floods the entire building on any sudden rise in temperature. Once or twice last summer the sprinklers let loose by mistake. At least once a week we hold a fire drill.

We sweep and mop our booth floors twice each shift. The walls and ceiling are hosed down nightly to prevent the accumulation of powder dust. Caps or bandannas keep the same explosive dust from collecting in our hair. They tell about one man who refused to wear a cap. Leaving the plant he stopped to light a cigarette. His hair went up in flames.

Two sets of safety inspectors are on the lookout for points of possible danger. In one booth the girls ran the sewing machine non-stop until the needle overheated. Next day the speed of all sewing machine motors was reduced 400 revolutions.

MY DAY STARTS AT SIX

My day starts at half-past six, with Dad shaking me awake before he leaves for work. I have 15 minutes to dive into my clothes, dash to Charlestown Road, where my "ride" is waiting. Five of us—2 men and 3 girls—make the 15-mile trip to and from the plant together daily, sharing car expenses.

Passing the gate, we split into 2 groups, girls and men entering the Change House by different doors. Inside, I go to my street-clothes locker, take off my dress and shoes, put on a whitecotton dressing gown and sandals, and join one of the 5 lines of girls waiting to pass through the inspection booths. The white-capped hostesses look us over carefully, examining even our hair and between our toes for forbidden articles. On cold mornings their icy fingers make me shiver.

For obvious reasons, cigarettes and matches are forbidden inside the explosives area. So are watches and most jewelry, because metal and precious stones may strike sparks. Combs, hair pins, lip-sticks, and powder compacts likewise are all taboo. Only plain gold wedding rings are permitted. We are allowed a little face powder in the corner of a hanky, and a dab of lip rouge wrapped in cellophane. Silk stockings are permitted; but any girl caught wearing silk underthings is told to step out of line. Loose silk produces static electricity by friction but stockings are tight.

Once past the inspection booth you're in the explosive area. Here each girl has another locker exactly like the first except that it closes with a combination lock. That's because metal keys are "out." Inside my locker I find a freshly laundered uniform, every other day. The

dress is blue, without cuffs or metal fasteners. On the left breast there's an opentaced pocket to fit my photo pass, and on the right there's a latticework pocket that will hold a handkerchief but nothing solid. A cap, black oxfords with safety toes and special conductive soles, and, in winter, a pocketless jacket complete the ensemble. The jacket too, is made of cotton, since wool is not allowed.

After dressing, I pass through another door into the plant bus terminal. There are 4 big buses already drawn up at the loading platform, and crowds of girls and men are milling around. It takes 3 busloads to transport the workers to each of the 8 smokeless powder lines. To my line it's a 7-minute ride.

HEN WITH ONE CHICK

Ether is one of the solvents used in making smokeless powder. There's some still in it when the stuff reaches the loading lines.

The medical department fusses over our health like a hen with one chick. We get free cold capsules. A first-aid ambulance visits each line twice a day, treating pricked fingers and changing bandages.

Singing helps to ease the tension and break the monotony of our work. We sing all the new songs but number one on our hit parade is Praise the Lord and Pass the Ammunition.

In a loading plant our twin bugaboos are fire and electricity. Fire can be pretty well banished. But electricity is everywhere. Comb your hair—put on a rayon petticoat—stroke a cat—or even walk across the floor—and you generate an electric charge. Touch a piece of steel or iron and, especially if the air is dry, you may cause a spark.

Because of the constant danger from electricity all our light and power switches are on the outside of the building. Fluorescent lights are recessed in the ceiling behind heavy panes of glass. Sewing machines are turned by shafts from motors on the other side of concrete walls. Nothing made of steel or iron is allowed inside the booth. Powder plant sewing machines are made of non-magnetic metals such as beryllium copper and phosphor bronze. Our shears are copper alloy, and even our needles are made of bronze. Everything is grounded, including the hinges on the doors.

There's a fable to the effect that girls with high-voltage personalities generate the most electricity. Actually in the course of a day each one of us creates enough static to wreck the plant a dozen times if it were allowed to spark. To prevent this we're told to touch grounded metal all the time. Before entering a booth you are supposed to "bleed off" any charge you have built up by taking hold of the grounded copper door handle. Inside the booth we walk on flooring of magnesium composition made still more conductive through constant mopping with water. These precautions help us to outwit our personal magnetism.

But the biggest electrical danger comes from the sky itself, in the form of thunderstorms. Our engineers aren't much afraid of lightning. Each building, powder magazine, and storage "igloo" is protected by its own lightning rods, and the entire plant is grounded as a unit to a nearby river.

POWDER MONKEYS

It took a newsreel of the fighting in New Guinea to bring home to me what a terrible responsibility we "powder monkeys" bear. On the screen I saw American howitzers—75's and 105's, the same guns I'd been making charges for during the past months—firing over the heads of our own troops at the Japs 5 miles away. Everything depended upon how accurately the charges had been made. If there was a little too much powder, American shells would explode harmlessly behind enemy positions. If the loads were light, our own soldiers might be killed. The men who work with us realize the importance of turning out perfect loads. Most of them expect to be in the Army soon.

When I came to work, nearly half the employees in the smokeless powder area were men.

Each of us has at least one relative in uniform. Six of my cousins are serving with the armed forces; one of them is reported missing in North Africa. The boy I'am engaged to expects to be called up soon; so far he's been deferred against his will because they're short of welding instructors at the shipyard where he works. I intend to marry him before he goes.

I've been told that a single army division will burn up more than 1,000,000 of pounds of explosives in a single day. That's an awful lot of charges; and it's up to us to turn them out. One girl and a helper can assemble and tie 1,200 charges daily. Afternoon is when we really hit our stride. Four-bag 75-millimeter loads slide through our assembly-room like pennies from the mint.

About 3 o'clock our house foreman makes the rounds and asks for girls to work overtime. Uusually I volunteer. For days running, when the production "heat" is on, I've worked straight through till midnight. It's pretty tough, though, getting home at 1 a.m., to rise and shine again at 6-30.

ALL-GIRL PLANT

Gradually this is getting to be an all-girl plant. The draft has taken more than 1,000 men, and most of the replacements have been feminine. So far, we girls have shouldered all but the heaviest duties in the explosives area. Men still "stack" the 300-pound charges for the giant coast-defence guns; but before long I bet we take that over, too. If women railway workers can lay tracks and repair locomotives, I don't see why we're not capable of running a powder loading plant from start to finish.

And we're not fooling ourselves about the risks we run. We know that we've been lucky. Thanks to the endless safeguards by which we are surrounded we may never suffer a real disaster.

Our jobs don't leave much time for civilian defence activities. But most of us feel we've done our bit when we've loaded powder all day long and for as many hours overtime as we're asked to put in. We're pretty proud of our job, you see.

UNITED STATE TROOPS ADVANCE BEHIND FLAME-THROWER.—United State infantrymen, advancing through the jungles of New Georgia Island in the Central Solomons, crouch low while a flame-thrower hurls a devastating stream of fire ahead. Flame-throwers were used effectively against Japanese pill-boxes in the Allied campaign to capture Munda Airfield on New Georgia.

THE LIFE AND DEATH OF 'HELENA'

[After a life of almost continuous action, one of America's most gallant ships goes down "firing so fast that she was lit up in the dark like liquid fire squirting from a hose."]

SHE was fleet and lean, 10,000 tons with a 100,000 h.p. heart and fifteen 6-inch guns for her voice. Only her boxy stern, where she could carry eight planes, and the squat derrick cocked on her fantail, marred her clean lines. She was water-borne in the murky tide off Brooklyn, New York, in August 1938, while Japanese "fishermen" could still map soundings off United States coasts. She died in the early dark of July 7, 1943, deep in the Kula Gulf between New Georgia and Kolombangara in the South Pacific. Her pallbearers, the eleven Jap cruisers and destroyers which had gone down under her guns in her short career of headlong action.

That was the light cruiser Helena.

Last week the United States Navy released her story, for the honour of the men who served in her, and for the tradition that she made.

Putting in at Montevideo on her shakedown cruise in 1939, the Helena got her first look at war when she passed close aboard the German pocket battleship *Graf Spee*, scuttled in the bay. Her second, closer look came at Pearl Harbour. She was hit, and that day her crew became a fighting team. Her 5-inch anti-aircraft battery, her light weapons spoke with the trained, nervous insistance of a machine. Helena knocked down six Jap planes that calamitous day.

Patched up at Pearl Harbour, she limped to Mare Island, Califf, for permanent repairs. With new men aboard, she sailed for the South Pacific, trained incessantly at the job her men prized most-gunnery. She made two runs to Guadalcanal, served as escort for the carrier Hornet, then joined the task force which included the Wasp. The Helena was there when the Wasp was torpedoed, took aboard many of the survivors.

On October 11 last year, the *Helena* steamed into her first major engagement. She was part of the task force ordered to intercept the strong Jap force moving to reinforce their units on Guadalcanal. In the battle of Cape Esperance, the United States force turned back the Japs, sank four cruisers, four destroyers and a transport. The *Helena* cashed in then on her gunners.

At 14 minutes before midnight, her batteries spoke. Her target was a Nip destroyer. Just 98 seconds later it was ablaze. As the enemy ship exploded and sank, the *Helena* swung her guns on a cruiser.

Four and a half minutes later the blazing cruiser sank. The *Helena* turned on another cruiser slugging it out with a United States cruiser near by. The enemy went down.

A Jap destroyer slipped in close, let go a torpedo. The *Helena* dodged, wheeled, finished off the attacker, which was already under fire from another United States ship. The enemy fleet turned and fled.

The *Helena's* score in her first battle: four targets, four ships sunk, with two assists by other United States craft. On the Helena, no hits, no casualties.

She cruised with a task force looking for Japs, escorted convoys, dodged a second torpedo attack—this time from a submarine. She put in one busy day silencing shore batteries which had bracketed United States transports unloading at Guadalcanal. The Japs sent over bombers. The *Helena* got four of the nine shot down by the United States ships.

The decisive Battle of Guadalcanal began in earnest that night. The *Helena* was the first to sight the enemy ships. A Jap cruiser slashed the darkness with her searchlight, caught the *Helena*, opened fire. The *Helena* was already on the target. She fired from the hip: a full salvo. The Jap burned like a torch lighting the way for the United States destroyers. As the Jap cruiser began to sink, the Helena's secondary battery pounded down a destroyer.

The Japs began a withdrawal. One of their cruisers was slamming shells at the San Francisco, which had tangled with a Jap battleship and taken the salvo which killed Rear Admiral Daniel J. Callaghan and her skipper, Medal-of-Honourman Cassin Young. The *Helena* sank the cruiser and a destroyer, shot up three other ships. The United States beachhead in the Solomons was finally secure.

The *Helena* steamed on to her destiny. She pounded enemy airfields, troop areas, shore batteries. Down in her log went names now legendary, Munda, Vila, Kolombangara, Enogai Inlet, Bairoko Harbour. Finally came the battle of Kula Gulf, a turning point which cost the Jap something between nine and eleven cruisers and destroyers. It cost the United States one ship: the *Helena*.

The Japs, landing troops to reinforce Munda, were caught flatfooted. At 1-55 a.m., July 7, the battle was joined with the "Tokyo Express."

Time Correspondent Duncan Norton-Taylor, on the bridge of another United States ship, was an eye-witness. He cabled: "Five of their ships died in our first onslaught. Others spoke back . . . but soon it was plain they were depending more heavily on another weapon. The frantic enemy was firing torpedo spreads."

Torpedoes got the *Helena*. Her main battery had been trained on one of the big Jap ships. She opened up with a blinding burst of flame, sank it. Her secondary battery smashed one Jap destroyer, then another. Other United States ships were firing salvos, but the *Helena* chose to use "continuous fire." Her gunflames flarred from stem to stern. In the brief moments left of her life she loosed perhaps a thousand rounds from main batteries alone and her thunder could be heard for miles.

Her bow had been blown off, but the remaining turrets were still blazing away. She was firing so fast that she was constantly lit up in the dark, "like liquid fire squirting from a hose."

Then suddenly the Gulf was dark again. There were no more targets, they had been destroyed. The United States ships moved off. Said Norton-Taylor's despatch:

"It was then that we picked up, in the beam of a searchlight, a ship's bow protruding from the quiet sea. The Admiral ordered a destroyer to investigate. For a long time the destroyer was silent, as she also threw a beam. The Admiral kept asking: 'Who is it? Who is it? Acknowledge. Acknowledge.'"

"His impatience was plain over the TBS ('talk-between-ships') loudspeakers on the bridges of the United States ships waiting in the dark. It seemed an unconscionable time before the destroyer, her searchlight still probing, answered: 'I am sorry to report it is Five Zero'."

That was the *Helena*. She had gone down in 20 minutes, but her bow had floated a little while longer. Then it, too, was gone. She sank gently, without exploding, the thick oil bubbling black as the Pacific night from her shattered hull. The men went over the side, into the oil. There was no fire.

Recently, the United States Navy added a postscript: nearly 1,000 men of the *Helena's* complement "to-day stand fit and ready to fight again." Some of them, oil-smeared and haggard, were picked up near the ship's grave. Others got to near-by islands, lived with the resourcefulness of good fighting men, were finally retrieved. They went to other ships, other stations. But they were still *Helena* men, and they always would be.

The sergeant was trying to train an awkward squad of recruits.

"'Shun! About turn!" he roared. Then, as he eyed the mix up hopelessly, he went on; "As you were!"

Most of them shuffled into the last position, but Private Jones stood still, looking vacantly ahead.

"You!" snapped the sergeant. "I said, 'As you were'!"

"I eard, sarge," replied Jones unhappily "but 'ow were I?"

TRADITION OF SERVICE

By CONNERY CHAPPELL

SOME of the great names in Britain's long history have appeared all over again in the headlines of World War II, distinguishing themselves in the desert battles of Africa, in the air war over the Ruhr, in the lightning interceptor clashes of the English Channel, in the ceaseless Battle of the Atlantic.

Thus it is that a diligent search of the files would produce a Nelson and a Beatty in the Navy, a Haig and an Allenby in the Army, a Shackleton in the Royal Air Force and so on, suggesting that the sons and daughters of the leaders and the heroes of World War I are perpetuating the tradition in this one, that the descendants of the Wellingtons and the Marlboroughs of old are again playing their full part in Britain's destiny.

STORY OF TWO GENERATION

What does this mean? Does it imply that distinction, success, and even heroism are the peculiar properties of certain families? Of course not. It means nothing of the sort. For the Cohens and the Kellys, and the people like John Smith, could point to the same thing in their own families. They, too, are motivated by exactly the same tradition of service. But, being John Smiths, retiring fellows who have their hour, win their medal perhaps, and then retire, nobody hears much about them. Which is exactly what they themselves want. So the Wellingtons and the Marlboroughs are not so much exceptions as striking illustrations to the rule: in short, there is only a difference of degree between the story of two generations of the Keyes family, and the story of John Smith.

The first Keyes, Keyes of Zeebrugge, who is now Admiral of the Fleet Lord Keyes, led the most daring naval raid of the last war: his son Geoffrey Keyes, V.C., was killed leading a Commando raid on Romel's headquarters in November 1941. That is the Keyes tradition of service.

THE SAME SPIRIT

The same tradition is there with John Smith, who is now eager to get cracking on the continent of Europe, like his father did in 1914, and like one of his ancestors did with a longbow back at a place called Crecy. The spirit is the same.

Thus it is that so many illustrious names are cropping up again; the name Haig, for instance, is a perpetual reminder of the grim battle of the Somme, the trench deadlock of the last war. Earl Haig, then, led the British Army. His son, the present Earl, was a prisoner in Italy, having been captured in Africa.

Allenby was one of the greatest of the British generals in 1914–18, too. He was the terror of the Middle East. The present Viscount Allenby, his nephew, is a Lieutenant-Colonel in the Yeomanry, on active foreign service.

ECHO OF "OLD CONTEMPTIBLES"

Earl Beatty, son of the last war naval leader, has already distinguished himself. He is a Lieutenant-Commander in the Navy, and won the Distinguished Service Cross in the Dieppe raid.

Yet he was not the first son of a last war naval leader to be decorated in this war, for only nine days before his award was announced it was stated that Lord Jellicoe, who is in the Commandos, had won the D.S.O.

Then, too, there is an Earl Kitchener in the Royal Corps of Signals, nephew of the man who directed that first thin line of troops which the Kaiser called the Contemptible Little Army. Among the other famous names of the last war, there is the Earl of Birkenhead, one of Britain's most brilliant lawyers. The present Earl of Birkenhead is an officer in the Artillery.

LLOYD GEORGES AND CHURCHILLS

Mr. Lloyd George, the Welshman who played so great a part in fashioning the destiny of the last war, reminds one of Major Gwilym Lloyd George and Miss Megan Lloyd George; the former is Minister of Fuel, and is a distinguished Parliamentarian; the daughter is chairman of the Welsh Parliamentary Party, in which capacity she actually presides over her illustrious father. She is, of course, an M.P. herself. Other members of the younger generation who have distinguished themselves in the executive rather than the fighting fields include Mr. Richard Law, now Minister of State. He is the son of the late Premier Bonar Law.

Quite obviously, of course, no family provides a more striking example of the tradition of service than the Churchills themselves.

Randolph Churchill, the Prime Minister's son, and himself a Member of Parliament is a major in the Army. The Churchill daughters, too, are doing their bit: Diana, eldest of the girls, was in the W.R.N.S.—Britain's Women's Navy—but she resigned and became a hospital nurse. She is married to Duncan Sandys, who is Parliamentary Secretary to the Ministry of Supply, and has one son and one daughter.

Sarah Churchill, who married the American comedian Vic Oliver, is an officer in the Women's Auxiliary Air Force, having worked her way up from the ranks, and Mary Churchill, the youngest, is an officer in the Auxiliary Territorial Service.

TENNYSON AND DICKENS

The great names which carry on this tradition of service are not, of course, confined to politics and the military machine. There is a Tennyson in the Army, a Shackleton, son of the Antarctic Explorer, in the Royal Air Force, and so on.

'An anti-tank rifle going into action'.

But two men must be mentioned. One is Lieutenant Peter Dickens, Royal Navy, great grandson of Charles Dickens, the author, and son of an Admiral. Dickens is one of the most brilliant officers in the light coastal patrol service—the motor torpedo boats which career across the narrow seas between Britain and the enemy.

These small and rather fragile boats are the terriers of a modern navy. Lieutenant Dickens, who has been decorated twice, in one of three aces of the torpedo boat war. The others are Lieutenant-Commander Hichens, who has been killed in action, and Lieutenant-Commander Peter Malcolm Scott, whose exploits are rapidly becoming legendary.

Like Dickens, Scott bears a famous name. His father was "Captain Scott of the South Pole," the valiant Antartic explorer, who died in the snow desert. In civil life Scott is a well-known painter and student of bird life; his home is a lighthouse off Norfolk. The name of Scott, like the names of so many others, lives on to-day, as the tradition of service continues.

So much litter disfigured the parade ground that the orderly officer put a squad on to tidy it up They did their best, but the day was windy and the debris frolicsome.

"Finished ?" asked the officer, when the corporal in charge reported to him, "Everything picked up ?"

"Y-yes, sir," was the hesitating reply; "all except one dirty bit o' paper which blew in at the window of the colonel's office, sir."

"Well, get it out man!"

"I can't sir—he's just signed it."

THE MAGNIFICENT EIGHTH

HOW SUPERIOR BRITISH FIRE-POWER AND ARMOUR ROUTED THE AXIS ARMIES

A general definition which could embrace the purposes of all modern weapons might be as follows:—"To direct the destructive projectile of the right type, on to the right place, at the right time and with the right frequency." Present day warfare would demand one further requirement—namely "whilst on the move."

The British Eighth Army has been referred to (even by the enemy) as "the most efficient fighting machine in history." This phrase can be given a literary as well as a general interpretation. It is in fact a very complicated piece of apparatus designed to overcome every defensive obstacle put in its path by the enemy.

All the weapons of to-day are machines. It is not enough to be able to propel a shell or bullet over a given distance. It is essential that each of the factors contained in the aforementioned definition shall be continuously adjustable during operation. In the case of medium artillery weapons, for instance, range, traverse, type of shell and the timing of the shell fuse, can all be modified without it being necessary for the weapon to go out of action. Moreover the rate of fire in some modern guns demands a quite complicated mechanism for the smooth loading, cocking and cartridge ejection. Though the number of moving parts in any weapon must be kept to a minimum, it is in the ingenuity of the mechanical design that the smooth working of the weapon lies.

THE "PRIEST"—NEW Eighth ARMY WEAPON WHICH BEAT THE GERMAN 88-MM. GUNS.—Pictures have now been released of the "Priest"—the 105-mm. self-propelled gun—howitzer which has played so notable a part in the Eighth Army's desert victories. Known as the M-5, by the United States Army it is mounted on an M-3 General Grant chassis, carrying an anti-aircraft gun. In his Battle of Egypt speech, November 11th, 1942, Mr. Churchill, revealed that large numbers of these high-velocity guns had been sent to Egypt from the United States. He described them as "Most useful weapons for contending with the 88 millimetre high-velocity guns, of which the Germans have made so much use." In the hands of some of the most seasoned United Kingdom regiments, they have lived up to all expectations. Picture shows: *the business end of a "Priest" 105-mm. self-propelling gun.*

HIGHLY EFFICIENT

The Eighth Army has reached a high degree of efficiency by the careful selection of the most suitable weapons. All weapons have limitations and British armament experts have recognized this fact; developing maximum efficiency in only those characteristics of each individual weapon which can be most profitably utilized in battle. It is not necessary, for instance, for an anti-tank weapon to do any more than put out of action an enemy armoured fighting vehicle and its crew. Therefore, such guns as a 6-pounder and the 25-pounder need not be expected completely to blow an enemy tank to pieces. But it is essential that they shall be fully mobile, as light as possible in weight, possess a high degree of accuracy and a very quick action, not only in rate of fire, but in quick traverse and elevation so that fast moving targets can be kept in the sights. This might be summed up by saying that anti-tank weapons should have maximum "nullifying power" as distinct from destructive power.

Another group of artillery weapons (the heavier ones) are designed primarily to breach fortified enemy defence positions. It is essential that they shall be able to break up heavy concrete or steel armour—in short to possess the greatest possible degree of "demolition power." In the case of desert warfare however, over which the Eighth Army have demonstrated their complete mastery, very strongly fortified positions were not to be expected so that the very heavy guns, necessarily less mobile, have not been needed. By developing the penetrative powers of the 25-pounder shell and by the use of slightly heavier guns and howitzers, sufficient demolition power for the breaching of Axis defences was achieved.

Because the depth of the battle zone in modern warfare is so extended, range becomes one of the more serious problems which the Eighth Army have solved, not only by rapid movement of its artillery, but also by the use of the "tank buster" aircraft—Hurricane's fitted with two 40-mm. guns which, though they can be carried in a small fighter aircraft are sufficiently powerful to put enemy tanks out of action.

SMALL ARMS

The whole range of "small arms" provide the third essential requirement of a modern high speed army—killing power. Development has, therefore, been concentrated in the direction of rate of fire. Except in the case of the sniper, small arms are not generally used over ranges of more than 200-400 yards, but when that fire is brought to bear on the enemy, it is of such intensity that nothing can live in it.

For every sort of fighting problem the Eighth Army have a weapon suitable for its solution. Learning in the hard school of actual warfare British armament designers are developing to a greater and greater degree those characteristics in which every gun, automatic, shell and bomb excels.

One of Rommel's unpleasant surprises—the 105-mm. self-propelled gun howitzer—was so successful in the Eighth Army's desert victories. It is mounted on a M 3. 'General Grant'- chassis and is known as the "Priest gun."

The 'Churchill' tank fitted with a 6-pounder gun, was one of the many armoured vehicles which proved, in the hands of the magnificent Eighth Army the supremacy of British design and engineering.

High speed and big punch characterises the 'Crusader' tank. Used for pursuit because of its speed and carrying the 6-pounder which compares in range and size of projectile favourably with the German 15-mm. anti-tank gun, it proved its merit as a formidable weapon in the Western Desert.

Another unpleasant surprise for Rommel was the American "Sherman" tank, armed with a 75-mm. gun and with a high turn of speed.

Because they have a wide range of weapons each with valuable individual characteristics, the Eighth Army achieved its brilliant successes.

The brilliant 25-pounder gun, many hundreds of which provided that astonishing barrage which opened General Montgomery's victorious campaign in North Africa being highly mobile was able still further to strengthen the powerful assault on the enemy's rear defence lines.

One of the most effective weapons in the Eighth Army's armour is the anti-tank rifle. Its accuracy and penetrative power has resulted in the loss to the Axis forces of many a tank.

The Bren gun carrier is not, as is popularly supposed, a tank. It is a very high speed armoured fighting vehicle able to traverse rough terrain and is one means of transport of Britain's infantry in action. It is a curious fact that the Axis have no equivalent of a Bren gun carrier.

A number of highly efficient trench mortars have been used with great success by the Eighth Army in projecting highly destructive "bombs" and grenades into enemy strong points.

The simple but nevertheless highly efficient mechanical design of the British 2-pounder anti-tank gun contributes to speed and ease of operation.

The two 40-mm. guns fitted into the 'Hurricane' weigh only 320 lb. each, but fire at a high rate an explosive shell of great penetrative power. Referred to as 'tank-busters' these aircraft gave Rommel yet another jolt.

Reports have been received of a bookseller in Copenhagen being arrested for having displayed in his window two large pictures of Hitler and Mussolini. Apart from these pictures the window was empty—except that a copy of Victor Hugo's "Les Misirables" had been laid—rather carelessly (!)—just in front of the pictures!

* * * *

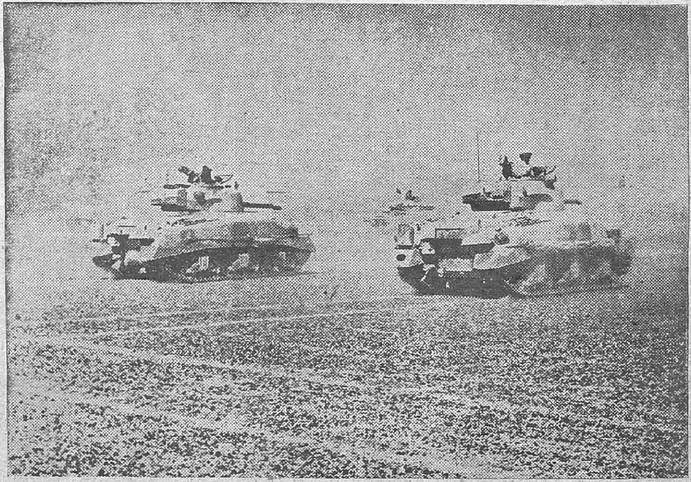
A Nazi soldier told a Dane that he was tired of the war and wished it would stop.

"What will you do when the war stops?" asked the Dane.

"The first thing I would do, would be to go on a hike round the New Third Reich." was the reply.

Said the Dane: "Yes,—but what are you going to do in the afternoon?"!

INDIAN TROOPS TRAINING IN THE DESERT.—Many Indian regiments are in training in the Desert which includes trench digging, erecting barbed wire entanglements, the use of the Bren gun and carriers, and in all branches of warfare they prove to be highly efficient. A Bren gun advancing over a difficult part of the Desert followed by infantry.



Picture shows *one of Britain's surprise weapons which are taking a big part in the present battles—the 'Sherman' tanks, they have a* 75-mm. gun *mounted in the turret, and a high turn of speed. A number of 'Shermans' proceeding towards the battle front.*

DON'T CALL THEM VANDALS

By RAYMOND MOLEY

IT isn't fair to call the Nazis vandals. It just isn't fair to the Vandals. For centuries the world has done those barbarians a great wrong. From all accounts, they were a simple lot—a bunch of hicks who wandered into the China shop of civilization, pawed over some highly breakable things in awe and admiration, accidentally broke a few and were later themselves broken up and absorbed by the Western countries into which they came. They were by origin Germanic. Their sack of Rome in 455 was not ferocious. Pope Leo received their leader, Genseric, more or less peacefully.

Compare this with the sack of Naples. The Nazis thoroughly soaked with gasoline the books and buildings of the library of the Royal Society, the buildings of the University of Naples, the third oldest in the world, and applied fire and grenades. The fury of their attack upon the precious monuments of Rome is not yet known. These Nazis are, remember, a disciplined army drawn from one of the most literate nations in the world.

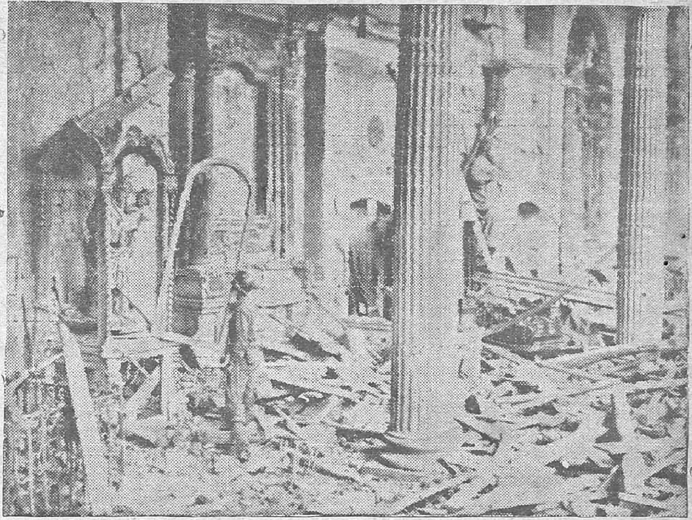
In 1527, 1,100 years after Genseric, Germans again visited Rome. They had made progress in brutality. According to the Cambridge Modern History, they "rejoiced to burn and to defile what all the world had adored. Churches were desecrated, women, even the religious, violated, ambassadors pillaged, cardinals put to ransom, ecclesiastical dignitaries and ceremonies made a mockery, and the soldiers fought among themselves for the spoil."

Pope Clement VII, a member of the Medici clan, refused the "protection" of the invaders, donned his robes, mounted his throne and prepared to meet his fate. The fury passed, and he survived.

In the face of this history, can Hitler really believe that Pius XII, an abler and more widely experienced man than Clement, will flinch? Pius is no stranger to Germans. Some 30,000,000 German Catholics know of his courage and superlative diplomacy in Germany during and after the last war. He has faced German guns before. His role in this emergency is to confront Hitler with the most serious crisis of the Fuhrer's black career. If harm comes to the Pope, if he is removed by force—and force would be necessary—the loyalty of 30,000,000 German Catholics may explode in wrath.

But the desecration of Rome and other great centres of artistic, intellectual and religious interest is inevitable, since war is war and Hitler has chosen to make Italy a battleground. With money, some restoration is possible, though no one can ever really reconstruct the past.

The calculated and deliberate destruction of precious things by the Nazis, however, will enable the United Nations to press home to Germans and Germanic satellites the singular nature of the Nazi party. It has had no parallel in history.



THIS BUILDING WAS ONCE A BEAUTIFUL CHURCH.—It was a monument and a cultural link with the past. But the Germans destroyed it even though there was nothing about it which could be connected with military value.

THIS RADIOPHOTO SENT TO INDIA FROM ITALY shows a typical scene of damage and destruction which the retreating Nazis wrecked upon an innocent Italian town. American soldiers are helping to clean away the debris.

"ATTACK—ATTACK!" HIS MOTTO

By Major C. B. THORNE, M.C.

In this article Major C. B. Thorne describes General Alexander's ability as a great Commander. The General whose appointment as Commander in-Chief of Allied Armies in Italy was announced last week (December 24), has a profound knowledge of the fighting soldier and appreciates the value of understanding every detail of fighting organization. Major Thorne, the auther of this sketch, served at Gallipoli and in France and is an authority on military strategy and tactics.

BRITAIN began the war with an army inadequate in size and equipment for the tasks it was called on to perform. But she had a number of highly trained general officers, keen and progressive, whose abilities were to be fully proved as the army grow in men and arms.

Long before the outbreak of hostilities General Alexander was recognized as an extremely able professional soldier. During the World War I he received rapid promotion. In 1916 he was a major at the age of 25, and the following year promoted to command a battalion of the Irish Guards in action. At the Battle of the Marne he was awarded the French Legion of Honour. At Loos he won the Military Cross, and received the Distinguished Service Order during the Somme offensive. He was mentioned in despatches five times and twice wounded.

Alexander was brought up in conventional surroundings. A public school education, thence through the Royal Military College to the Regular Army. He is a man of medium height with dark hair and moustache together with a direct and determined look. Although a great athlete and very tough his bodily fitness does not accompany an indifference to things of the mind. He is now 51 years old, but looks considerably younger.

CLARITY IN ORDERS

He possesses a profound knowledge of the fighting soldier and appreciates the value of understanding every detail of fighting organization. He is a man of strong will and demands that orders should be clear and concise rather than chatty requests. He aims at clarity and simplicity throughout, and whilst he encourages initiative, it is his contention that success depends on long apprenticeship and a thorough knowledge of well tried methods. It is only then that genius can and should, if necessary, depart from the rules and improvise.

At the termination of the last war he commanded a battalion of the Irish Guards. In 1934 he commanded a Brigade in India and saw service on the North-West Frontier. Returning to England he was promoted in 1938 to Major-General to command the 1st British Division which he took to France where he later commanded the 1st Corps. General Alexander not only participated in the retreat of the British Expeditionary Force through Belgium, but on May 31, 1940, assumed responsibility for the organization of the final defensive arrangements at Dunkirk. Although the evacuation from Dunkirk was a strategic defeat, the tactical handling of the evacuation of some 300,000 men in a short space of time in the face of an enemy who was then vastly superior in every respect must be regarded as one of the great achievements in military history.

General Alexander.

General Alexander throughout this operation, despite loss of sleep, remained imperturable and cheerful. On the night of June 1/2 he evacuated his few remaining staff officers and was the last to leave the following evening having first seen that every man was off the beaches.

IMPROVED BATTLE TECHNIQUE

Returning to Britain, he became General Officer Commanding Southern Command. Here his recent experience was of the greatest value. He proceeded to inculcate the Commando spirit among his men. His own strength and toughness infused determination into them. His motto was "Attack—attack —even in defence—attack." It was here that he became one of the originators of the Battle Training Schools, and it was here that he set about improving the co-operation between the army and the Royal Air Force, particularly as regards close support. In this important command Alexander was able to greatly improve battle technique.

In February 1942 he was posted to Burma as Commander-in-Chief. Fate was to deny him the opportunity of taking the offensive. For three months he was able, with ill-equipped troops, to withstand the severe pressure of the Japanese, who not only outnumbered the troops under his command, but, who were regularly reinforced. This situation was only brought about by astute generalship. No man could have rendered better service in this thankless task.

In August 1942 General Alexander succeeded General Auchinleck as Commander-in-Chief in the Middle East. He took over just in time to break the Axis full scale attack on the El Alamein positions. Three months of previous fighting had thinned out Allied lines. The French forces were ill-equipped, and British, American and French troops had been thrown in regardless of nationality wherever danger threatened.

EISENHOWER'S WISE CHOICE

Alexander arrived amid this complicated scene. Few had ever heard of him but he soon became known. Thousands of men were hastily moved from one place to another. Three armies were sorted out and supplied with the correct proportion of arms, tanks, workshops and other necessary components. Alexander's plan of battle took shape. This re-organization created confidence and respect. The Eighth Army came into being and the strategy was perfected which carried that army to Tunisia.

It was in the final events of the North African campaign that General Eisenhower's shrewd judgment became manifest. In his appointment of General Alexander as Commander-in-Chief of the Allied Armies in the line he made an extremely wise selection. The tactical handling of the final issue could not have been more successfully carried out.

The hand-to-hand fighting through the hills, the preparation of air co-operation for the final assault, the movement of reserves preparatory to the attack on Bizerta and Tunis, and the rapidity with which the Axis forces were overthrown was the work of a master hand. General Alexander's great knowledge of his profession and his clarity of thought enable large issues to appear simple to him. It is his faith in simplicity which no doubt makes him a great leader.

Standing at his post by the canal bank in the hush of night, the Home Guard heard someone approaching. Waiting until he thought the new-comer was near enough, he challenged:

"Halt! Who goes there?"

"Friend!" came the prompt reply in a "well-oiled" voice.

"Advance and be recognised," he ordered.

From the darkness came the angry retort:

"What do you think I am—a blooming duck? I'm on the other side!"

SKYROCKETS GROW UP

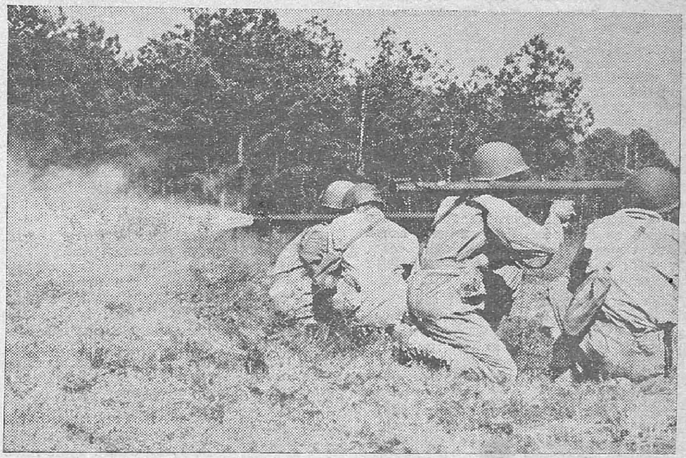
By G. EDWARD PENDRAY

OUT of the last war came two great industries—the airplane and the radio. In the cauldron of World War II other new industries are being borne. What will emerge we cannot yet say; but many engineering men believe that one major result will bring rockets into our lives in a big wag.

Rockets! For years man's fancy has played with them. In fiction stories, in the cinema, in comic strips, rocket-borne people have sped through space beyond the Earth's atmosphere—to the Moon, to Venus, to Mars and beyond. It takes a healthy imagination to picture such things . . . but some day they might really happen.

When you ride on a rocket ship, however, you don't have to go to another planet. You might want to visit China, say—or even the next large city. And this kind of rocket travel may not seem so fantastic any more, in the light of things that have been accomplished in this war. To-day the Allies—yes, and our enemies, too—are doing things that make the actual development of passenger-carrying rocket ships seem really within our grasp.

Before the war, rocketry was pretty much of a hobby. We who belonged to rocket societies took its possibilities seriously, but the general public thought of us as a bunch of long-haired crackpots. The war is changing all that. Actually, most of the men deeply interested in rockets are hard-headed engineers. To-day many are in uniform working on military projects—some of them highly secret—which are making the rocket one of the most successful weapons of modern warfare.



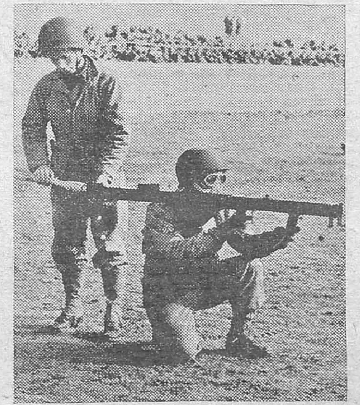
Flame and smoke spurt from the back end of a "bazooka," America's new anti-tank gun which uses a rocket projectile. The rocket charge gives the projectile terrific speed which is an important factor in anti-tank weapons. Many guns and planes are now using the rocket principle.

POST-WAR TRAVEL

That we shall use rocket power in our postwar travels is now virtually a foregone conclusion. It is quite possible that planes will be equipped with a rocket mechanism to produce power which will propel them through the air much faster than any conventional motor could do. Before that day comes, however, passenger and cargo planes will almost certainly take off and land with the help of rockets. Rockets will get them into the air more quickly and with heavier loads; will brake their landing speeds. Almost certainly, too, we shall use rockets to propel inanimate objects through the air-mail, perhaps, which will move with speeds rivaling the telegraph.

As a weapon, the rocket's advantages are obvious. In its simplest form, it is virtually a self-propelled projectile. It has no recoil, and there is no need for a heavy barrel or a stout breech in the firing mechanism.

The Russian Stormovik anti-tank bombers, which have been giving such an excellent account of themselves on the Eastern Front, are armed with rockets. Ordinary bombs fall toward the target merely under the pull of gravity; but these rocket-propelled bombs add the thrust of a mighty charge of propellent powder. When they strike the target their impact may be four times that of an ordinary bomb. It cracks a tank's armor like an eggshell, and the high explosive goes off inside the vehicle, blowing it to scrap metal.



This is a picture of America's new rocket gun, the "bazooka" used in anti-tank warfare. The standing soldier loads a rocket projectile into the rear of the weapon which is held and fired by the kneeling soldier. The rocket principle is being used more and more in modern weapons and planes.

In 1941 Germans complained of "fiendish" new weapons the Russians were using against their Stukas at the siege of Moscow. These weapons were simply anti-aircraft rockets, sent up in such clusters that dive-bombers couldn't avoid being hit. The Russians have also developed some remarkable rocket-shooting Big Berthas as ground weapons against tanks.

BAZOOKA

Because of military secrecy, we know more about what the enemy is doing in developing rocket weapons than we know of our own forces. Only occasionally is there a disclosure, such as the recent announcement of the American "bazooka" gun. Actually, the "bazooka" looks like nothing more than a length of four-inch pipe, with a gadget at the front for steadying it. It can be carried easily by two men, even at a dog-trot. A jeep can pick up one and go bucketing over the country. Yet this featherweight piece of ordnance hurls a high-explosive projectile of big-gun caliber —and it can blow the daylights out of a tank.

Both ends of the bazooka tube are open. In use, one man holds it across his shoulder and aims it at the target. The other man inserts the rocket-driven projectile into the breech and ducks aside. There is a loud sudden swish, a flash—and the projectile is away at astounding velocity.

After battle tests in North Africa, where the bazooka was used to destroy both tanks and fortifications, Major-General Levin H. Campbell, Jr., United States Chief of Ordnance, said: "Any foot soldier using it can stand his ground with the certain knowledge that he is master of any tank that may attack him."

One of the British rocket weapons is a device that fires lovely bouquets of spear-shaped anti-aircraft rockets to altitudes as high as five miles. Some shoot out parachutes from which trail long steel wires to snare the propellers of invading planes.

After the war we may well see commercial airplanes, at least the larger of them, powered in this way—airplanes which will no longer announce their presence overhead with the thrum of multi-cylindered reciprocating engines, but will move instead with a steady roaring or swishing sound. Jet-assisted take-off seems likely to become commonplace as freight or passenger planes get bigger. The laws of economics will force them to seek the ultimate in load-carrying capacity. The same kind of jet motors may be used to catapult airplanes off ships or brake the speed of planes so they can land on them.

One rather obvious use of rockets is to replace balloons in weather research. This might lead to discoveries which would have revolutionary effects on the science of the weather, and in our daily lives. Suppose we were to shoot rockets, carrying recording instruments, not only a few miles but 100 or 200 miles into sky. Should we find an electric charge surrounding the earth with unsuspected effect on us? Should we learn new secrets of electronics? The possibilities are enormous.

ROCKET MAIL SERVICE

But the use of rockets as a means of communication and transportation is what stimulates us most. It has seemed fantastic for so long that it is hard to accept real possibilities. Yet a rocket mail service was in regular operation, even before the war, between the two small Austrian mountain towns of Schokel and Radegund. Mail and express service, at lightning speed, seems a very real postwar possibility.

Moving people in rockets involves much greater difficulties. Passenger-carrying rockets would require automatic controls and some system of steering by radio beam or electric eye. And unless ways could be found to cushion the passengers against the effects of almost unbelievable speeds and accelerations, it might be pretty uncomfortable.

But one could have breakfast in New York, hold a business conference in London, and be back in New York in time for dinner.

The time when that can be done may not be as far away as you think. For the age of rockets is just ahead.

AERIAL WAR PHOTOGRAPHY

THE art of aerial observation was once the province of men with sharp eyes and retentive memories who flew wobbly planes over enemy lines and came back with as many details as they could remember. To-day aerial observation is a science of high-speed planes and complicated cameras which fly at great height, at great speed, often in darkest night to record exactly what the enemy is doing.

This war has shown that battles can be won or lost by aerial reconnaissance. Rommel's air reconnaissance let him down at El Alamein and again at Tunis. Knowing this the Allied Air Forces for years have been testing the technique of air photography as carefully as it tests airplanes and guns. Extraordinary equipment which has made the army's eyes sharper and surer than they have ever been before has been developed. Its latest photographic device is the shutterless continuous-strip camera. Used on low-flying, high-speed planes, it takes not a series of snaps but one long, uninterrupted flow of pictures.

When the United States Army two years ago faced the prospect of global war, it realized that it would soon have to send its fliers over territory which was either inadequately mapped or not mapped at all—South American jungles, African desert, Asian wastes. The job of helping to get maps done was given to Colonel Minton Kaye, now Chief of United States Army Air Forces Photographic Services. With Lieut.-Colonel Gerald Fitzgerald and the Geological Survey, Colonel Kaye devised the fastest method of photographing for map-making ever tried. It is called tri-metrogon mapping.

The tri-metrogon method uses three wide-angle lens cameras set up to photograph the terrain from horizon to horizon. Flying down a planned course, a plane can photograph 20,000 square miles in three hours. The pictures are then translated into useful, small-scale aerial navigation maps. From film to final map is so fast that one map covering 89,000 square miles of Africa was ready for use only a week after films were received in America.

There are still men in the Allied Air Forces who remember the old days in their open cockpit planes when they hugged the stick between their knees and leaned over the side to aim their cameras. General Arnold, now boss of the United States Air Forces, took one of the Army's first air snapshots in 1911. In World War I there were not many aerial photographers. To-day the American Air Forces alone are training 5,000 men for aerial photography.

So important is this work that the United States Air Forces assigns its best and fastest planes for photographic missions.

However sharp and exact they may be, black and white pictures are ultimately not as useful as colour films. Colour can better uncover camouflage, can pick out more easily-remembered landmarks to guide pilots. But for years colour film was of little use in air reconnaissance because, after a picture was taken, the film had to be sent back to the manufacturer for processing. This obstacle has now been overcome by a new, simpler colour film which can be processed and developed anywhere, even in tent darkrooms on the battlefront. It is called Kodacolour Aero by Eastman, one of the American firms that produced it, and has other trade names in other firms. Perfected and first used by the United States Army, it is also being used extensively by the Navy in the South Pacific.

Colour was just one of many problems that Colonel George Goddard, Chief of Aerial Photographic Research for the United States Air Forces, has had to tackle. A great man in modern photography, Colonel Goddard has been doing air-photography research since the last war and works now in the Air Forces Material Centre at Wright Field: He photographed Bataan for MacArthur in 1929, was a pioneer in night photography, simplified film developing and printing equipment. One of his brain children is the new continuous-strip camera. Another is a machine which can make 1,000 black and white prints an hour, even from wet film.

"Good gracious, how terrible!" exclaimed the professor as he finished reading the note left behind by his daughter who had run away.

"Whatever is the matter, dear?" asked his wife, concerned at his obvious distress.

For answer, the professor handed her the letter to read.

"So she's eloped with that nice-looking officer," was the lady's calm comment. "Well, I can't say it's quite unexpected."

"But she's spelt 'eloped' with two l's!" moaned the man of learning.

SANCTUARIES

Situated in the middle of a pleasant valley, cupped by high, jungle-clad hills and sheltered by copses of tall, sturdy ever-green trees which cast long shadows, are several beautiful plots of land on the wild Assam-Burma border. Many of them have received a great deal of care and patient hands have helped the sweet smelling tropical flowers to grow there on the graves of those who have been killed in action against the Japanese.

"Last Sunday I searched among these cemeteries for the grave of a friend," writes an Indian Army Observer, "who was killed in action. I could not have seen more attractive and peaceful a site, and I was deeply moved by the care these beautiful plots of ground have received."

"The first row I saw was one containing the graves of an English lieutenant, an Indian water carrier, a Welch nurse, a South Indian sapper and a Punjabi Jamadar.

"They lay next to each other in a common haven they had little dreamed of.

"I left their sanctuary happy to know that my friend had found such a beautiful resting place . . . "

GAS ATTACK

By WESLEY PRICE

IT was the evening of April 22, 1915. In the Ypres salient the Germans had been lobbing shells over all day, just enough to be ennoying. At sunset they loosed a storm of high explosives—heavy stuff, mortar shells everything they had.

Signal rockets went up at dusk and something strange and formless stirred in front of the German positions.

After a bit the Allied troops made out two thick greenish-yellow clouds, oozing toward them. The clouds merged into one, and rode a steady north-east breeze.

This was the beginning of the first mass slaughter of human beings by poison gas in modern times. The Germans started it, despite international agreements not to use gas. Poison, traditionally the weapon of murderers and cowards, had not appeared on the battlefield since 1456, when Hungarians killed Turks with noxious fumes before Belgrade.

The Allied soldiers before Ypres did not know the significance of the coloured cloud moving on them. They had not been warned of gas. For a moment they were merely astonished, and puzzled. No more than that. Then, realizing that this came from the enemy, and therefore must be some new frightfulness, they were afraid.

French troops—mostly African natives—were directly in front of the murky stuff. They teetered on the brink of superstitious panic. Men of the Canadian 3rd Brigade, on the edge of the cloud path, were oppressed by a feeling of helplessness.

MYSTERY MENACE

This wasn't a solid man you could stick a knife into, or a grenade you might throw back, or a shell to be ducked. This was mystery-foul, nameless, menacing. It bulged forward, it crept into every shell crater, every hole; it obscured utterly the ground over which it passed.

Finally it rolled up to the lip of the Allied trenches, and over. The soldiers breathed for the first time the metallic fumes of chlorine gas. Poison had them by the throat.

In gathering darkness soldiers ran back out of the trenches, lost and blinded in a gas cloud 4 miles long, 16 feet high, and 300 yards wide. The breeze ran with them, wrapping them in yellow-green vapour. Some of the men fell. Forth was on their lips, their bodies were wracked with tearing nausea. Other men kept running; they made choking noises, and coughed, and their faces turned dark red.

The running men became a torrent, stumbling across the fields ahead of thinning wisps of poison. The sight of them, retching and clutching at their throats, stupefied officers behind the British front. They knew nothing of the gas attack.

At dark, maddened troops surged through the village of Vlamertinghe. They were screaming, and they ran aimlessly among gun carriages and ammunition wagons. With them came artillery horses, plunging and terrified. Gassed men lay down in the street to die. Military traffic was in chaos. The poison gas cloud cleared a gap four-and-a-half mile wide in the Allied lines. They were only dead and dying in that space. The two French divisions, one Algerian, one Territorial, virtually disappeared. The French artillery fell silent, its gun crews gassed out of action. The whole north flank of the Ypres salient was undefended.

After the gas rolled on, German patrols, equipped with crude masks, cautiously left their trenches and shuffled toward the Allied positions. The scouts tested the air, and beckoned masked German infantrymen to follow. They were afraid of their own gas, they didn't believe in their respirators, and the sight of strangling enemies scared them.

The Germans advanced two miles, then stopped. In the dark they could not grasp the extent of their victory. They were so slow and careful that the Allies had time to set up a few huddled outposts of French and Canadian troops. They couldn't cover the four-and-a-half-mile hole torn by the gas. There were empty unguarded spaces between outposts—one was 3,000 yards wide, another 2,000.

If the Germans had pushed south four miles instead of two they would have taken Ypres, and outflanked the front and south side of the Ypres salient. They might have bagged the Canadian division, and two British divisions.

But they hadn't expected the gas to be so effective, nor had they provided reserves to make good a break-through. And Hans was in no hurry to push ahead, and may be get a whiff of gas. He waited to see how it was with Fritz. And Fritz was taking it easy.

The battle see-sawed, with bloody attacks and counter-attacks. Gas was used by the Germans second time and there a third time, in defence; it broke up an Allied attack. On the 27th gas fired in artillery shells routed French African troops.

GAS VICTIMS

The deaths from gas have been estimated variously: low figure, 2,000; high figure, 5,000. Figures on disabilities run from 9,000 to 15,000.

But at the end the Germans had little to show for it; the nose of the salient was flattened, but Ypres remained in Allied hands.

Poison gas was not a brand new idea in 1915. Most of the poisons were known, and costly experiments had been undertaken long before by the German General Staff; by the French and British too. But no nation was prepared to use gas, or to protect its troops against gas.

They knew all the gas formulas, and the effects of the different gases on human tissues. But they lacked reliable methods of producing poison gas in massive quantities, cheaply, without killing off too many workmen.

They had not evolved efficient procedures for transporting gas safely, storing it, and squirting it at the enemy.

These problems were first considered seriously by a German Army sergeant named Fritz Haber, in a letter sent from the front in 1914 to the German General Staff.

In Berlin the letter fell into the hands of a quick-witted aide. Within a few weeks Haber was summoned to the General Staff. The brass hats knew Haber was an ex-professor at the Kaiser Wilhelm Institut fur Physkalische Chemie in Berlin, a chemist and physicist of genius.

Habier's line officers didn't want to raise his rank, because he was a Jew, but they decided no mere sergeant could talk face to face with the General Staff. They made him a captain, and packed him off to headquarters. There he perfected gas production techniques and finished with a warning to his superiors:

"Don't use gas," he advised, "unless you're sure the war can be ended in three months. Otherwise the Allies, with greater command of raw materials, would drench the Germans with gas in unmatched volume."

GERMAN PREPARATION S

Early in March the German supply services began lugging big steel cylinders into front-line positions opposite Ypres. The work went on night after night, in utmost secrecy. Infantrymen were not told what the mysterious cylinders contained.

Before March 10 they had 5,730 cylinlers in place, loaded with 168 tons of chlorine gas. If they could have started it then, as they had planned, the secret would not have leaked. But prevailing winds in Flanders were westerly and south-westerly, blowing toward the German lines. The gas attack was postponed, day after day; and the mystery of the queer steel cylinders was soon no mystery at all to gossiping German soldiers.

German prisoners taken on the south of the salient babbled to the French about the cylinders, even described how the gas was to be discharged. The French commanders took no action on the tipoff. They thought the story was fantastic.

The only officer who took this story seriously was General Ferry, a French divisional commander. He gave formal warnings to the Canadian division which took over part of his front two days later; the French division on his left, the British division on his right, his own corps commander, Balfourier, and to the Liaison officer from Joffre's headquarters.

Ferry suggested that the German trenches be shelled to destroy the gas cylinders, and that the number of men in the advanced Allied trenches be reducer temporarily to avert gas casualties.

FERRY PUNISHED

For his pains Ferry received from Joffre's liaison officer: (1) an opinion that the gas scare was ridiculous; (2) a reproof for warning the British directly, without going through French Army channels, and (3) a rebuke for taking steps to reduce the front-line garrison.

(Later, when gas unhinged the Allied line, and Ferry had been proved right, he was punished for the correctness of his views by removal—an old French Army custom.)

The British took the tip seriously enough to do some aerial scouting. They couldn't spot any concentration of

reserve troops, and concluded that there was nothing to the scare. A routine warning was passed along to British divisional commanders. No defence against gas was suggested and the warning was soon forgotten.

On April 17, five days before the gas was loosed, a German radio communiqué reported:

"Yesterday, east of Ypres, the British employed shells and bombs with asphyxiating gas."

The report was false, but its significance escaped the British Command. Nowadays such a communiqué would be instantly recognized by propaganda analysts for an effort by the Germans to excuse as reprisal their own forthcoming gas attack.

Meanwhile, the Germans were making mistakes too. Falkenhayn had allotted no reserves—the British aerial reports were accurate on that—and he had refused a request for extra ammunition. To him the gas attack was just an experiment.

Once started, gas warfare became a common place. Five months after Ypres the British were using it in the battle of Loos. They turned loose almost 150 tons of chlorine from more than 5,000 cylinders.

Here, too, it was not properly handled. First, there wasn't enough gas. The British turned it on and off, in spurts. Between waves of gas they inserted ordinary smoke, from chemical candles, to stimulate gas. They hoped to exhaust the oxygen masks with which German machine gunners had been provided; they failed.

The wind veered and blew gas back on some of the British troops. Those who went over the top were slaughtered by ungassed German machine gunners.

SHELL-LOADING PROCESS

The French were the first to improve shell-loading processes enough to really lay it down in quantity. They surprised the Germans with phosgene and prussic acid at Verdun, in the Spring of 1916. The gas shelling helped in the defence of Verdun to some degree, but its role was overshadowed by the tremendous barrages of regular explosives.

Shelling was more effective than discharging gas from cylinders, but artillerymen couldn't lay down a large concentrated gas cloud with utmost surprise and speed. The British solved that problem with the Livens Projector, a rough trench mortar that fired a bomb containing 30 pounds of phosgene.

Huge batteries of these projectors, bunched and fired simultaneously at one target, produced instantaneous gas clouds in great volume over enemy targets. Surprise was almost complete.

The Germans hastily copied the British device, and added two new gases to the murderous contest: diphenylchlororsine, first of the sneezing gases; and mustard gas, first of the blisterers. Compared with these killers, the chlorine used at the beginning of the poison parade was soothing syrup.

By 1917, gas was an established tactical weapon, and the varieties of gas were multiplying.

In the beginning a favourite German tactic was a short hurricane bombardment of mixed gas and smoke shells before sending infantry forward.

The British stressed gas in counter-artillery fire. Gas made the German gun crews wear masks for hours at a time. The men grew tired, and their rate and accuracy of fire suffered. The gas killed horses by the hundred, interfering with the ammunition supplies.

Gas was even used for booby traps. Hundreds of men were gassed from no visible source soon after occupying captured German dugouts. The Allies caught on after a while: Jerry was burying stray gas shells in the dirt walls, shells carefully arranged to leak.

VARIETIES

Mustard gas was not really a gas, but a mist. It raised huge blisters on its victims, and wrecked their lungs. It penetrated clothing, even boot leather. If you got just a touch, it was something like poison ivy. A full gassing caused vomiting, coughing, blindness, and pain in the eyes so intense it could not be borne. Dying of mustard gas an agony that could stretch over weeks.

Diphenylchlororsine was commonly called Blue Cross, because German shells loaded with it were marked with blue crosses. They distinguished shells containing blistering gases with a yellow cross; lung irritants or suffocants with a green cross; tear gases with a white cross.

Blue Cross was listed as a gas, but actually it was a solid, ordinarily loaded in a bottle imbedded in the explosive charge of a shell. The shell-burst scattered the poison as a dust, so finely pulverised that it passed through the gas mask filters of the period.

The Germans used a tactical mixture of Blue Cross and phosgene, the first Green Cross gas. Blue Cross penetrated gas masks as if they weren't there, and caused a sense of suffocation and uncontrollable coughing. The victim was impelled to tear off his useless respirator. Then the phosgene got him.

Blue Cross was bad enough itself. It caused tremendous head pains, something like that experienced when water is snuffed up the nose in swimming, but much worse. It made men feel sick, so sick that some tried to kill themselves.

Phosgene didn't disable a man instantly. But in a few hours a man gassed with it began coughing pints of fluid from his lungs, and he soon died, drowned in his own blood plasma.

Phosgene and Blue Cross dissipated rather quickly, and could be used immediately before an assault without discommoding one's own troops. Mustard persisted a long time and even contaminated the ground. In open country it lingered for days. In a dugout an accumulation of the gas could remain deadly for months.

This quality of persistence made mustard useful to protect the flanks of an attack, and to defend fixed positions. It was no good in front of an advance; the attackers would pick up burns from their own gas barrage.

Phosgene (Green Cross), the arsenical Blue Cross, and mustard (Yellow Cross) are still the important war gases. A fourth still being manufactured is chlorpicrin, which causes severe coughing, crying and vomiting—it can prove fatal. Most experts of all nations believe that gas is less deadly than other weapons. Lieut.-Col. Augustin M. Prentiss, United States of America, in his book, "Chemicals in War," points out that gas caused only 1·32 per cent of all battle deaths, only 5·7 per cent of all battle injuries.

From these figures the argument is adduced that gas warfare isn't so bad. Dissenters, like Heinz Liepmann, author of "Poison in the Air," admit that explosives killed more men than gas. By Liepmann's statistics, one ton of gas was 20 times as lethal as one ton of TNT.

The argument is still an argument. The fact is that gas has played only a small part in warfare since 1918.

The Italians used mustard gas against the bare-footed Ethiopians in 1936 to protect the flanks of advancing columns. The Japanese have used gas on sixty authenticated occasions against troops and cities in China, and the Russians complain that the Germans used gas in the Crimea.

ROOSEVELT'S WARNING

Roosevelt has warned the Japanese and Churchill has warned the Germans; no more gas, or there will be reprisals. The warnings carried weight, but the Axis has other reasons for holding off. Most important, gas doesn't mix with highly mobile warfare. Mechanised forces move so fast that their own gas would hinder them; and mustard isn't very good for covering retreat when rapid shifting of forces may bring the army that spread the gas back into the contaminated area day after tomorrow.

In popular imagination, gas warfare will reach its hellish climax with the poisoning of whole cities from the air. But even the chemical warfare men concede that modern methods of protection make gas less effective, pound for pound, that explosives or incendiaries. Bomber Command pay loads have limits, and the pay loads must be assigned efficiently.

If gas is used at all in this war as a serious tactical weapon, it might show up when our invasion troops hit the beaches of Europe's mainland. Then the Nazis might decide to make an effort to hinder our progress inland by laying down a wide belt of mustard encircling our beachheads.

The fact that gas wasn't used against us when we made our landings in Sicily and Italy may indicate that it never will be used; but our soldiers have been fully trained to be on guard against it.

It is conceivable that Goering, in a spasm of defeated rage, might send his bombers to swamp London with poison. If he did, he would be inviting terrible reprisals. Two can play the gas game, and the Nazis know that the British, the Russians and the Americans have gas ready for instant use—all kinds of gas, and lots of it.

R.A.F.'s TANK BUSTERS IN THE MIDDLE EAST.—First official photographs to be released in Britain of the R.A.F.'s "Tank Busters"—Hurricane 11 D fighters fitted with heavy calibre guns—designed primarily for attacking armoured vehicles.

The Hurricane 11 D carries two 40 mm. guns, one gun being fitted under each wing. The guns are capable of automatic or single-shot fire. They have been specially designed for aircraft use and weigh only 320 lb. each. The Hurricane 11 D's have been used for attacks on tanks, armoured fighting vehicles, and transport in the Middle East and North Africa. The aircraft are known as "Tank Busters" but the squadron using them prefer the term "Tin Openers".

Picture shows *a "Tank Buster" in flight over the forward area.*

KEEPING THE SCORE

By HANSON W. BALDWIN

THE ratio, according to the British-based United States Eighth Air Force, is at more than five enemy fighters lost for every bomber shot down. In some raids so many fighters have been claimed as destroyed by the bristling guns of our heavy bombers that the figures have appeared almost impossible, indeed, as disproportionate as the losses the Japanese recently suffered over Guadalcanal, when our fighters—not our bombers—shot down some seventy-seven Japanese bombers and fighters at a cost of six of our own.

The heavy losses of German fighter planes, shot down by the guns of our Flying Fortresses and Liberators in their daylight raids over Western Europe, represent a considerable and continuing weakening of the German fighter strength. The published claims are never issued without very careful checking. The headquarters of each bomber wing receive, assimilate, evaluate and compile the reports from each bomber squadron. The squadron reports have in turn been studied and evaluated by Squadron Intelligence Officers.

The reports at wing headquarters are entered on master forms in different coloured pencils, so that claims from different plains in our bomber formations can be compared and duplications eliminated.

One of these forms is a diagram representing the formation of the wing in which our bombers made the raid. The number of each participating plane is entered in the circle which properly shows that plane's position in the formation. Then the report of combat action from each plane is studied.

Plane 665 may report that a Focke-Wulf attacked at 1136 from above and from the left. A blue arrow is pencilled against plane 665 on the diagram, and marked "FW 1136." Z Plane 767, in a different part of the formation, may report an attack by a Focke-Wulf at 1136 on the level and from the right. A red arrow showing the direction of the attack is pencilled against plane 767, and marked "FW 1136." The report from each plane is thus entered on the diagram to show visually the directions and times of all attacks made by the Germans.

Since the paper is two-dimensional, different coloured pencils are used to connote attacks from various levels: blue from above, red for level and green from below. The evaluation officer can thus look at a diagram and get an entire picture of the course of the aerial action.

He then again consults the individual combat reports of each plane and starts filling in his second form. This form is ruled into eight columns as shown below:—

Time.	Air-craft number.	Type of Enemy Aircraft.	Altitude.	Location.	Gun Position Claiming.	Distance at which destroyed.	Method of destruction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
11·36	665	Fw 190	22,000	10 miles south of Lorient.	Nose.	100 yds.	Flames: pieces off; pilot bailed out.
11·36	767	Fw 190	22,000	8 miles south of Lorient.	Right waist.	200 yds.	Pilot bailed out.
11·38	764	Me 109	23,000	Near Lorient.	Tail gunner.	150 yds. astern.	Flames: pieces off; exploded and disintegrated.

After all the reports from all planes are entered on this form the Wing Intelligence Officer and his assistants compare it with the diagram of the wing formation, marked up with the coloured arrows showing the directions from which the German fighter attacks were made. A careful comparative study of each column is made.

Obviously if one plane reports destruction of a Focke-Wulf and another of a Messerschmitt, there can be no du lication. Or if there is 5,000 feet difference in altitude, or many miles difference in position, there can be no duplication.

The methods of destruction are then compared, again with the help of coloured pencils. All those with similarities are under-scored. For instance, "flames" might be marked in red pencil each time it appeared. "Pilot bailed out" might be marked in blue.

By this careful study of the diagram and the data contained on the form, duplications are ruled out and claims evaluated. An airplane is considered to be destroyed when: (1) it explodes in the air; breaks up in the air; a wing comes off; the tail section comes off; the motor is shot out of a single-engine plane; (2) it is seen to be in enveloping flames or the flames are very intense; (3) it is seen to crash on the ground or fall into the water; (4) its pilot is seen to bail out (from single-engine fighters).

The evaluation of claims is therefore thorough. None are published until this process, lengthy and protracted, is made for each raid. The Intelligence Officers are careful, and our system and that of the British are similar.

Despite the care, there is room for considerable error, since the evaluation

(*Continued on page* 43.

DROPPING BOMBS WHERE THEY HURT

By FRITZ STERNBERG

As the Fortress Europe crumbles under fierce Allied air attacks, it becomes clearer every day that our bomber squadrons have suceeded in finding and hitting one of Germany's most vulnerable spots. Up until recently the chief bull's-eyes have been war plants: but now in addition, our bomb bays are opening up more and more against the German transportation system: locomotives, locomotive plants, railway centres and inland waterways.

For Germany's overburdened transport lines are the very nerve centres of the Fortress Europe. If we succeed in destroying a considerable part of them, or even in disrupting them for certain periods of time, then the conquest of Europe may be tremendously accelerated and the lives of hundreds of thousands of our soldiers saved.

A British broadcast addressed to French workers said that "the Royal Air Force aims at smashing railway traffic in France as well as in Germany. You must reailze," the London broadcast told the French workers, "the tremendous importance of the rail-roads for German troop transports. The British air attacks will be directed chiefly against German railways, against locomotives and freight cars, and will be continuously intensified."

AMERICANS OVER ROUEN

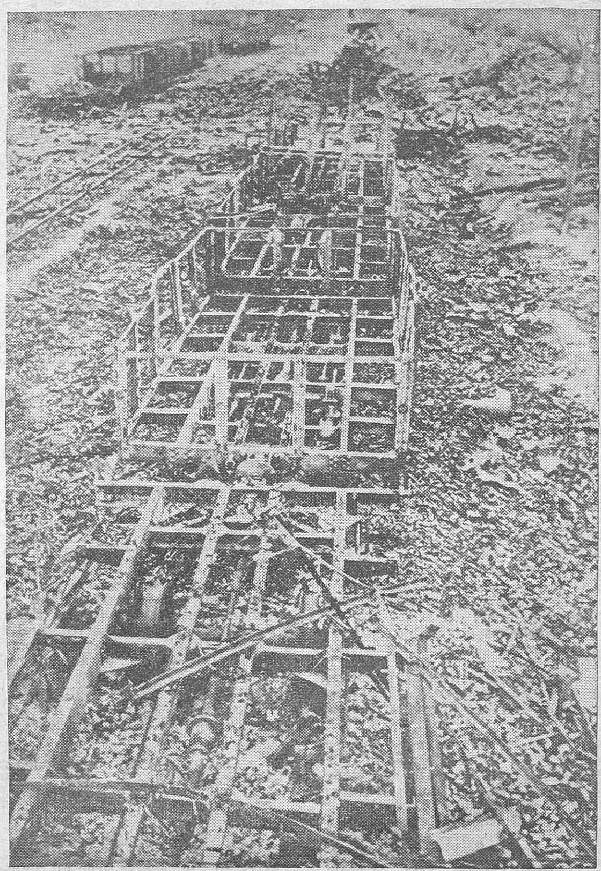
The American Eighth Air Force has been working in closest collaboration with the Royal Air Force on this job. The successful raid against railway shops at Rouen, France, had the effect "of depriving the Germans more and more of their opportunity of farming out in western Europe their repairs, maintenance and production."

The attacks on Kassel, which have caused grave damage to its enormous locomotive plant, have the same goal—the destruction of Germany's transport system—as have the famous bombings of two of the biggest German dams, which affected the entire system of German canals. Germany's inland waterways transported approximately one-fifth of her peacetime goods.

Aside from the bombings of German locomotive plants, repair shops, vital railway centres and dams, almost daily attacks on German trains are carried out. The British Air Ministry announced that as a result of the attacks the German locomotive situation must be one of acute anxiety; the damage to equipment was outstripping Germany's replacement abilities. The Ministry added that many repair shops damaged months ago still had not been repaired.

NERVE CENTRES

We have called the German railways the nerve centre of the Fortress Europe—one of the most serious bottlenecks of German strategy. To Germany, railroad transportation is as vital as shipping is to the Allied Powers. Once the German railroad system collapses, the German military machine can no longer function.



THIS IS THE SKELETON OF A GERMAN TRAIN wrecked by Allied airmen in Italy. The charred framework of the goods wagons and the completely smashed engine attest to direct hits from Allied bombers on an ammunition train.

Why is it that the Nazis have been so unable to cope with this vital difficulty? A spokesman of the British Ministry of Economic Warfare has given the answer in one sentence. He said that "the total route mileage in German—controlled Europe to-day is roughly four times the prewar mileage of the German railways, but the total number of main-line locomotives is only two and a half times the number of Germany's prewar locomotives." Or, differently expressed: Germany has conquered almost all of continental Europe, but it has been unable to organize a transport system for all Europe during the war. That is why there is a shortage of locomotives and freight cars everywhere, and why to-day traffic has been disrupted.

In the first years of the war this critical state of the European transport system was no danger because Nazi Germany waged war only on one front at a time: in 1939 against Poland, in 1940 against the Lowlands and France, in 1941 and 1942 against Russia. As long as the war was waged only on one front, Nazi Germany could concentrate her entire supply system on that front.

In the last two years she has done that on the Russian front, using for the purpose not only her own locomotives and cars, but also the looted rolling stock from all the conquered and occupied countries. Nevertheless, the transport difficulties were very great even on the Russian front. The German railroad system was not completely up to the requirements of the 1941–42 winter campaign. In a speech before the Reichstag, on April 26, 1942, Hitler himself admitted that the German dilemma in Russia was due in no small part to the breakdown of the German railways. Here are his words: "The problem which at that time pressed most upon us was that of supply, for neither the German soldiers nor tanks nor locomotives were prepared for such intense cold."

SMALLER FRONT IN 1942

That was the situation even in the winter of 1941–42. Later on the German General Staff declared that the summer offensive of 1942 took place along a comparatively small front because the German transport system was hardly sufficient for an attack on the entire length of the Russian front.

When the first Allied soldiers landed on Sicily, the question of a second front was no longer an academic one. Germany found itself forced to defend the Fortress Europe wherever it might be invaded by the United Nations. We need only glance at the map to realize the gigantic task of defending Europe at the various potential invasion points.

We often speak of the vastness of the Russian front, which spreads along 2,000 miles. But it is also 2,000 miles from the North Cape to the Bay of Biscay; and it is almost that distance again from the south of France across Italy to the Balkan countries. Thus Germany, with its disrupted transport system, must be prepared to fight along nearly three times the length of the Russian front.

The transport system in Germany proper is still approximately up to military requirements. What aggravates the situation is the fact that she has looted much of the rolling stock of the conquered European countries; and, in many cases, what little she has not looted has been allowed to fall into disrepair. This practice must certainly have played an important part in the downfall of Italy. Long before Mussolini and the Fascist Party threw in the towel, the Italian Food Ministry said: "The difficulties of distribution being felt in many parts of Italy are in a large part the result of developments of the war in the regions of the south, where the crop situation is nevertheless above the average of the past few years. Lack of manpower and the deficiency of transport has complicated this situation." The great attack on Rome's railway yards by American bombers undoubtedly did much to speed the final debacle.

What was true for Italy is similarly true for France. The Vichy correspondent of the Swiss "*Neue Zurcher Zeitung*" reports on the increasing transport difficulties in France. According to him, the causes are "the reduction of rolling stock and locomotives still at France's disposal. . . and the continuous destruction of rolling stock through bombardment of railway installations in France and through sabotage."

Sabotage has increased to such an extent in France that the British have appealed to French workers to wait a little—until the invasion starts. French railroad workers were told to prepare silently for the day when they would be called on to destroy all rail equipment within their reach. The instruction was given in every European language by the British Broadcasting Company. When the Allied invasion started, said the broadcasters, it would be the zero hour to strike. Until then, the workers were told to bide their time. Railroad men possess the most powerful weapon men defeating the enemy. They alone, said the British broadcast, can disorganize the whole system of transportation.

ACHILLES' HEEL

To sum up: Even in Germany proper the railway system is in a bad condition. In France, in the Lowlands, and in the Balkans it is much worse. Hitherto we have been hearing only isolated accounts about the alarming state of the European transport system. The core of German military strategy was not hit, as long as the Nazis had to fight on only one front.

But Hitler Germany must depend on its railroads and waterways for a fight on a second and a third front, on new fronts extending thousands of miles. And if the American Eighth Air Force and the British Royal Air Force continue to smash the European transport system, then this nerve centre of German strategy may easily become Germany's Achilles' heel, and its destruction may be the decisive factor in the final military collapse of Nazi Germany.—*Usowi.*

KEEPING THE SCORE

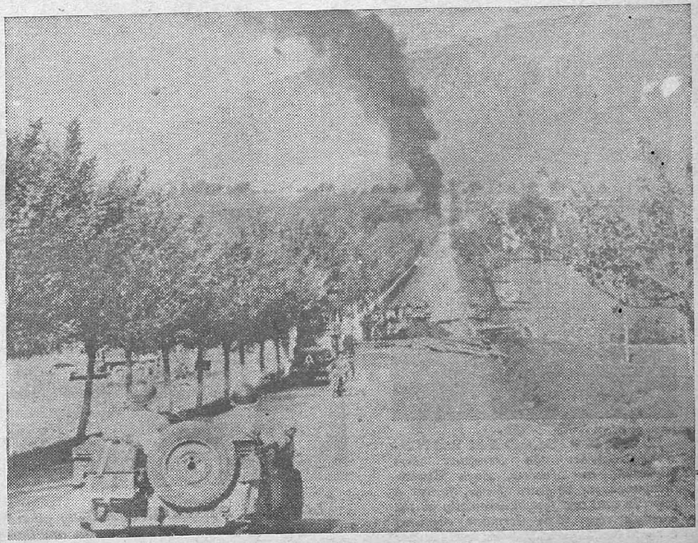
Continued from page 41

depends entirely upon the reports of the men in action. Since the air action in bombing raids on Germany is over enemy territory, we no longer have the advantage, as the British often did in the Battle of Britain, of actually counting the wrecks of enemy planes brought down. The testimony of more than one eye-witness is needed before a German plane is judged destroyed.

All the eye-witnesses, however, are men in action, busy with machine guns, bomb sights, plane controls or other duties. They have split-second views of flaming enemy planes, a few seconds in which to imprint upon minds, keyed up to the vast chaos of aerial combat, the direction of attack, the type of enemy plane and all the other factors that enter into correct evaluation of the enemy losses. The estimated times of the attacks may often be in error; so too, may the reported planes' positions when the attacks are made.

Many of these errors, never deliberate, may cancel themselves out, but nevertheless the job of evaluating enemy plane losses is far from being an exact science. It is one subject to many errors, chiefly of observation, and the fliers themselves agree that precise calculations are probably impossible.

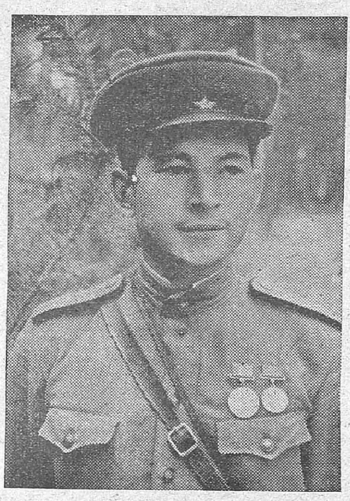
The claims we have made, however, probably represent as close an approximation to the truth as can be made, given the visual reports of the fliers themselves as the only basis for the claims



HIGHWAY TO VICTORY IN ITALY.—American cars roll along a road to th eadvanced front in the Cassino sector in Italy. One of the trucks hit by enemy fire, can be seen burning in the distance.

HEROES OF THE

CAPT. A. PAVLYUK has routed a German battalion. For his capable management of operations, he has been awarded the Order of Alexander Nevsky.



SNR. LT. K. KHAMITOV.—Many a German tank and vehicle has been blown up by the mines skilfully laid by the detachment commanded by Snr. Lt. K. Khamitov of the Engineer Corps, decorated with the Order of Alexander Nevsky and the Medals "For Valour" and "For Battle Services".

MAJOR I. A. KADUCHENKO.—Major Kaduchenko's tanks are always to be found where fighting is hottest. His battalion has inflicted terrific losses upon the enemy and has destroyed scores of enemy machines and thousands of fascist infantry. For displaying valour and heroism in the course of executing orders of the High Command in the fight against German fascism, Major I. A. Kaduchenko was awarded the title of Hero of the Soviet Union.

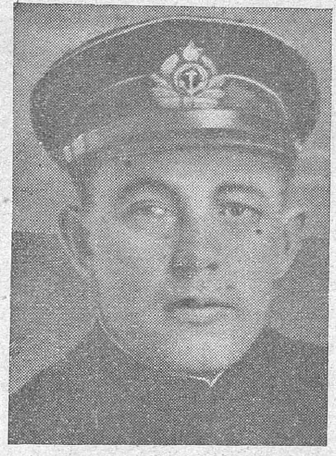
ZOYA KOSMODEMYANSKAYA.—When the Germans were advancing on Moscow, Zoya Kosmodemyanskaya, 18 years of age, joined a guerilla unit and fought heroically in the enemy's rear. The Germans captured her and brutally tortured her to make her divulge information. Failing in their object, they hanged her. The Soviet Government posthumously awarded her the title of Hero of the Soviet Union.

LIEUT. V. I. LAKHONIN skilfully piloted an aircraft unit during a raid on Berlin and thus ensured the successful bombing and destruction of important military objectives. For displaying valour and heroism in the course of executing military orders, Lieutenant Lakhonin was awarded the title of Hero of the Soviet Union.

LIEUT.-COL. B. F. SAFONOV has alone brought down twenty-five enemy planes. For his fearlessness and courage in battle he has been twice awarded the title of Hero of the Soviet Union and has also been decorated by the British Government.

SOVIET UNION

COLONEL V. A. TRUBACHEV is a resourceful, strong-willed and resolute Red Army commander. In a battle lasting 13 days, the unit which he commanded utterly routed a whole German division. For displaying valour and heroism in the course of executing military orders, Colonel Trubachev was awarded the title of Hero of the Soviet Union.

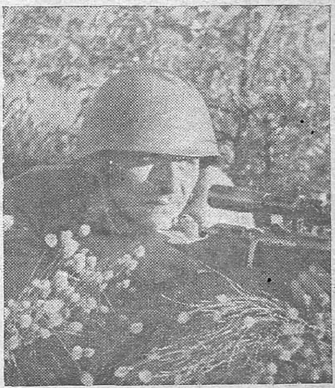


COLONEL E. N. PREOBRAZHENSKY.—A resolute commander, of strong will, Colonel Preobrazhensky has twice led his group of aeroplanes in successful bombing raids on military objectives in Berlin. For displaying valour and heroism in the course of executing military orders, he was awarded the title of Hero of the Soviet Union.

LIEUTENANT A. I. KOVSHAROV.—Cool and confident in battle, Lieutenant Kovsharov always carries out his military orders with exceptional daring and precision, no matter how difficult or risky they may be. He has bombed and wrecked two enemy troop trains, an important enemy pontoon bridge, log roads laid by the enemy through marshes, and many other military objectives. For displaying valour and heroism in the course of executing military orders, Lieutenant Kovsharov was awarded the title of Hero of the Soviet Union.

JUNIOR LIEUTENANT V. V. TALALIKHIN.—A fearless defender of Moscow, Junior Lieutenant Talalikhin is exceptionally skilled in ramming enemy planes in the air. In this way he has brought down no less than five enemy planes. For displaying valour and heroism in the course of executing military orders, Junior Lieutenant Talalikhin was awarded the title of Hero of the Soviet Union.

SENIOR LIEUTENANT PETER BRINKO.—Senior Lieutenant Peter Brinko, a naval airmen, is the pride of the Baltic Fleet. Heroically defending the Hango Peninsula, he brought down scores of fascist planes. He is exceptionally skilled in ramming enemy planes, and in one battle brought down two Fokkers in this way. For displaying valour and heroism in the course of executing military orders, Senior Lieutenant Brinko was awarded the title of Hero of the Soviet Union.



An unknown hero of the Soviet Russia.

☆

SOVIET-GERMAN FRONT AS ON DECEMBER 16th

By COLONEL P. SMIRNOV

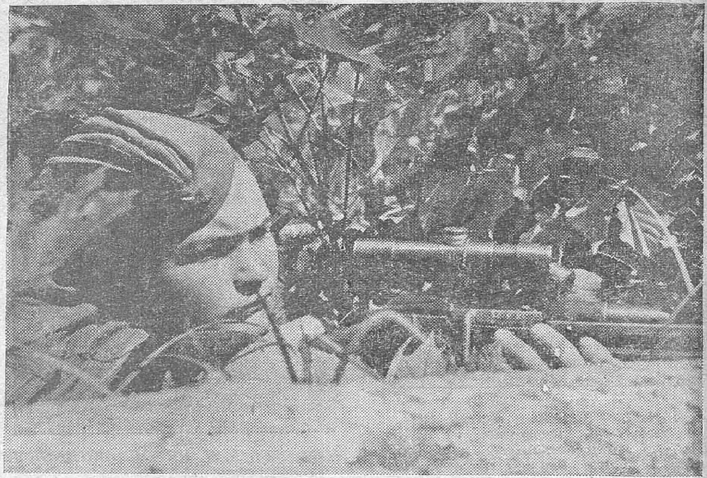
DURING the past week there was a temporary lull on the most far-flung Soviet-German front. Only on a number of sectors in the Ukraine west of the Dnieper the battle went on unabated. Between December ninth and fifteenth Soviet troops continued to exert pressure on the central sector of the Ukranian front, and scored considerable success. They captured the important railway station of Znamenka and the towns of Chimirin and Cherkassy. Germans defended all these points with utmost stubbornness but their resistance was broken.

Germans on their part continued to throw in large number of infantry and tanks west of Kiev, and, as a result of their costly attacks, captured the town of Radomshl.

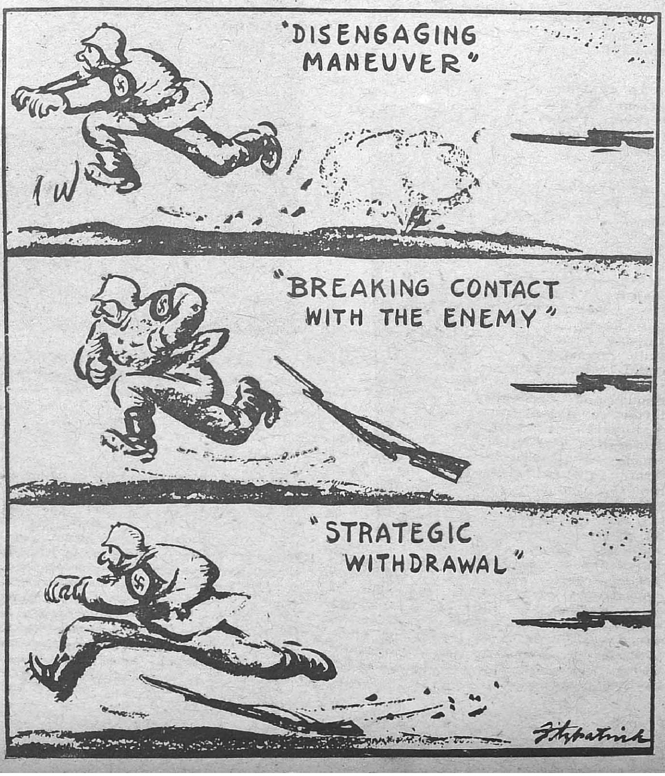
But whereas the situation in the Kiev area may be described as one of unstable equilibrium, the situation in the Kirovograd direction and in the Cherkassy area has been shaping itself ever more unfavourably for the Germans. The battle in the Ukraine west of the Dnieper, which began in October when the Red Army crossed the river, is continuing. Two successive rounds may be discerned in its progress. In the first round the Red Army set itself the task of forcing the Dnieper and establishing bridgeheads on its right bank. The Germans on the other hand, had the task of holding the Red Army Units on the left bank. Germans lost the first round despite the fact that they had advantage of broad water barrier and autumn weather which was unfavourable for the Red Army's action. The Red Army surmounted these difficulties as well as the German resistance, and established several bridgeheads in the middle reaches of the Dnieper, the most important of which are Kiev and Dniepropetrowsk.

The establishment of bridgeheads did not, in itself, render dangerous the German army's position in the Ukraine west of the Dnieper. It was still possible for the Germans to preserve the stability of their front. That is why the task which faced the Red Army in the second round was to extend the bridgeheads and to unite them into a solid front. At the same time, the task of the German troops was to liquidate the bridgeheads established by the Red Army, or, if that proved impossible, to blockade them and to prevent them from merging.

We can see that the Red Army has systematically been achieving the task in the second round. As a matter of fact, it is already in possession on the right bank of the Dnieper in its middle reaches of an area extending about eight hundred kilometres along the front, and about one hundred kilometres in depth. It consists of two sectors—the Kiev and the Kremenchug sectors separated from each other by a distance of not more than a hundred kilometres in which there exist several smaller bridgeheads. The Red Army is



Sniper D. Paukov, who has 18 Hitlerites to his credit, at his firing position.



thus approaching the successful consummation of its task in the second round. As for Hitler's army it is putting up a stiff fight, but, nevertheless, it is losing the second round as well. It is obvious that as the front of active operations on the right bank of the Dnieper extends, it is becoming ever harder for the Germans to withstand the Red Army's onslaught. On the other hand, the Red Army is gaining increasing opportunities for co-ordinated action, and for making an ever wider use of the system of successive thrusts and the tactics of manœuvring.

That is the situation on the Soviet-German front at the present juncture. The Germans' attacks west of Kiev do not change the general picture. The Red Army continues to maintain initiative throughout the Soviet-German front.

AFTER FIGHT FOR CHERKASSY

After many days fighting Soviet troops captured Cherkassy on December 14th. Red Army units crossed the Dnieper and established bridgehead on its right bank on November 19th. Since then fierce fighting went on in this area for nearly a month. Germans put up a very stiff resistance in the Cherkassy area. They kept throwing in reserves and constantly counter-attacked.

The question may be asked, why did Germans cling to Cherkassy so tenaciously?

An analysis of the situation that has arisen for the Germans in the sector between Fastov and Krivoy Rog provides a plain and clear answer to this question.

As long as the Germans held Fastov and Pyatikhatka they felt quite at ease: the German Command could freely move up reserves along the railway line between those two points to the area of fighting on the Dnieper below Kiev. But the Soviet troops captured Pyatikhatka and, somewhat later, Fastov too. There remained in the hands of Germans a stretch of railway line between Byelaya Tserkov and Znamenka to which they still could transfer reserves from the Zhmerinka-Odessa line to the junctions of Smela and Znamenka, and from the latter to Krivoy Rog along the lines Vapnyarka, Christinovka, Smela, and Kotovsk Pervomaisk, Pomoshnaya, Smela or Znamenka. But the Red Army captured Znamenka too. Now Smela is the only junction on this line still held by Germans who, therefore, still can manœuvre with their reserves on a stretch between Byelaya Tserkov and Kirovograd. This stretch is very important to the Germans for the following reason. For the time being Soviet troops operating in the area of Kiev and in the area of Kirovograd separated from each other and Germans are naturally bent on preventing their junction. Germans, as mentioned above, still hold the railway junction at Smela.

MORTARS AT THE FRONT.—During lulls in the fighting the battery issues its little manuscript newspaper. The photographer snapped the editorial board at work. The editor is Sergeant Strakhov, Captain Alimov's best mortar gunner. Two of his team, Privates Baranov and Matsner help him in all his work whether it is killing Germans or editing the newspaper.

As long as the fighting centred round the areas of Kremenchug and Fastov no immediate danger threatened Smela. Even after the fall of Znamenka, Smela was still 75 kilometres away from the scene of fighting. But when the Soviet troops crossed the Dnieper in the area of Cherkassy and the battle shifted to the outskirts of that city, Germans became worried. The distance from Cherkassy to Smela is only 26 kilometres. Cherkassy, in the hands of Germans, was the stronghold that covered Smela. Germans were aware that the fall of Cherkassy would create an immediate threat to Smela. That is why they resisted so bitterly and stubbornly in the Cherkassy area.

Cherkassy has been captured. This is unquestionably an important victory for the Red Army. By the capture of Cherkassy Soviet troops considerably extended their bridgehead on the right bank of the Dnieper, and this, in turn, will enable them to extend their offensive operations furthr.

FIGHT FOR COMMUNICATIONS

By COLONEL S. GUROV

MODERN armies, numbering many millions of men, absorb immense quantities of arms, ammunition, food and other supplies. The experience of the first World War shows that every division at the front required, in a day, at least 2,000 tons of various supplies, and an army of 100,000 men required about three thousand wagonloads. In the present war the troops in action unquestionably require much vaster supplies. It is, therefore, obvious what importance belligerent armies attach to their lines of communication along which they receive their supplies.

The Red Army's offensive is largely based on manœuvre tactics. Soviet troops have carried out most of their operations in the form of flanking movements, outflanking and enveloping the enemy's resistance centres, turning the flanks of German garrisons in such resistance centres and intercepting their communications. The German garrisons and groups, which thus found themselves isolated from their rear, either retreated or were annihilated by the Soviet troops.

The importance of the lines of communication is still further heightened in autumn and in the transition period between autumn and winter when roads are bad. At this period railway lines assume a particular importance, since earthroads become practically impassable for motor cars. It is this that lends immense interest to the battle which the Soviet troops fought for the railway junction of Znamenka, in the Kirvograd region of the Ukraine.

LENINGRAD'S DEFENDERS.—The enemy will be driven back. New forces are flowing in to the defence of the Russian city. Fierce battles are yet to come.

MORTARS AT THE FRONT.—When it is quiet in the evening Captain Alimov gathers his troops together and discusses the results of the day's work and plans for the next day.

ZNAMENKA

Znamenka is situated on the important trunk line of Fastov and Dnieprope-trovsk. Communication lines radiate from it to Kremenchug via Koristovka near the town of Alexandria to Nikolayev, Krivoy Rog, and, further, via Apostolovo to Zaporozhye and Nikopol and to Kirovograd.

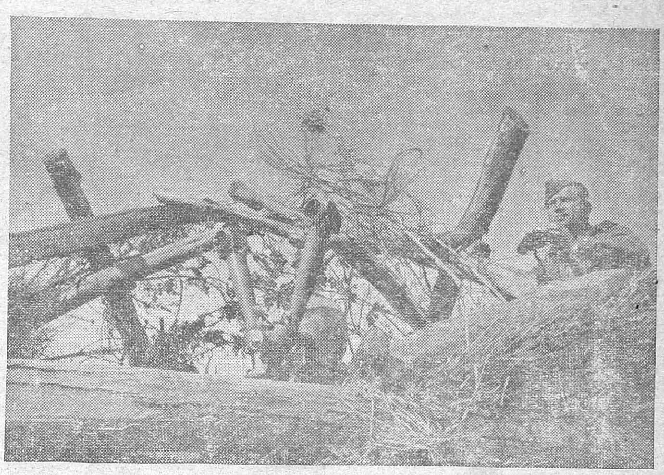
After the Soviet troops captured the railway junction of Pyatikhatka, through which run railway lines to Dniepropetrovsk and Krivoy Rog, Germans were still able to bring up supplies to their group in the Dnieper Bend and in the area of Nikopol through Znamenka. It was this strategic importance of Znamenka that prompted the German Command to take all measures to hold this junction. Germans built several belts of fortifications round Znamenka. The outer belt of these fortifications was based on the towns of Kryukov and Novogergievsk in the north; Alexandria in the east and Novaya Praga in the south. Before attacking Znamenka Soviet troops had to reduce those strongly fortified points.

Germans put up fierce resistance, threw in large infantry and tank forces and counter-attacked several times daily. The Soviet troops had to overcome not only the enemy's counter-attacks and numerous obstacles and fortifications, but also unfavourable weather. Skill, courage and persistence overcame all these difficulties. The mobile Red Army units broke into German positions, outflanked their resistance centres and cut their lines of communication while infantry units mopped up resisting garrisons. Several days ago troops captured the town of Alexandria and cut the railway line, Smela-Znamenka. Subsequently they captured Novaya Praga and cut the railway line, Znamenka-Nikolayev, Znamenka–Krivoy Rog. Znamenka was thus outflanked from north, east and south. Fighting shifted to the immediate neighbourhood of the town. After three days fighting the resistance of Germans was broken and, on December 9, the town and railway junction of Znamenka was completely in Soviet hands.

That is an important victory. The Germans now have only a singletrack line, Nikolayov-Voznesensk, available for manoeuvring with their troops and supplies. This circumstance, coupled with the fact that bad weather conditions interfere with motor car traffic, considerably prejudice their position on the southern sector of the Soviet German front.

THE DNIEPER PARTISANS

By P. PELIPIENKO



Red Army scouts watching the enemy.

WHO are the people who, in the Soviet Communiqués depicting the daring activities of the partisans, conceal their identity under mysterious initials such as "N," "M," "K"? For the time being only a few people are in the know of the absolute necessity of secrecy. For it is quite probable that the mother or wife of one who calls himself "N" may still be residing in the German rear. And you may well imagine what tortures these unfortunate people would be subjected to if Germans happened to learn that the elusive people's avenger was member of their family.

When the Red Army units forced the crossing of the Dnieper, the partisans afforded extremely valuable service. These men who, during the two years that they roamed in woods near the river, became familiar with every path and every ditch and caused the Germans good many unpleasant surprises and escorted not a few Soviet tommy-gunners into the enemy rear. After driving the enemy from the right bank of the Dnieper, regular troops continued offensive westward. The partisans could now return to their peaceful duties interrupted by the German invasion. Then we learnt their names.

We learnt that those who inspired and carried out many daring raids on the enemy garrisons, who planned so cunningly and carried out so effectively diversions, were quite often men who knew very little of the art of warfare prior to the war.

Many of the Dnieper sailors, busy in transporting the retreating Soviet divisions in 1941, did not have the time to escape, while others remained on purpose in order to harass the Germans on the Dnieper.

But how were they to make a start? Shutkeviech and his friends decided to prevent the Germans from salvaging the sunken ships. They acted wisely and exercised caution. To see them one would think that they bowed down to their fate. They came to work operating the cranes half-heartedly, but when a ship would rise to the surface someone's daring hand would destroy the patches; water would rush into holes and the vessel would go back to the bottom. The Germans, furious at this mass sabotage, employed their favourite method. Patriots were betrayed and ten men were shot; the remainder escaped.

They gathered in deep ravine covered with thick shrubs.

"Our comrades perished," said Captain Kilchitski; "let those of us who have survived swear that we shall avenge them."

This was how the forest brotherhood came into being, sealed by oath and blood. The river workers decided to combine their operations with the partisan detachment "Pobeda."

The first important operation was a great success. Information reached the partisans that the Germans repaired two tugs and salvage barge. One dark night several men penetrated into a winter repair base. Germans were awakened by a series of explosions, and when sentries, popping at random, reached the river bank, the barge had already gone under. One vessel was enveloped in flames and smoke, and the other listed and gradually submerged.

Sometime later the partisans learnt that the reserve unit of the enemy was about to sail along the river. The Germans took every precaution against possible raid: armour plates were set up with machinegunners stationed behind them. But this proved of no avail. Bullets, heavy machineguns and anti-tank rifles of partisans pierced the armour. In a furious engagement the partisans killed about 50 Hitlerites, sustaining no losses themselves.

When Germans despatched a strong punitive expedition against the partisans, the latter retired to the region of the rivers, Dubechnia and Oster. Here they raided the enemy garrisons posted there and soon became complete masters of the region. After this they blew up the railway bridge and two other bridges on an important highway.

Yes, these people have something to relate. No wonder, the Germans offered huge sums for their capture.

The last act of the detachment was to blow in the rear the German troops retreating in the face of the Red Army onslaught. Captain Naidenov, the despatcher, Gatsur and other partisans, who lost their lives during the action, were buried with due military honours.

Now Captain Kilchitski, the port worker Shutkevich, Dorkach, the chief of the wharf and the mechanic Podgursky put away their tommyguns and donned their old blue uniforms. They were back at their old jobs in the wharf of Chornigov. Many boats, which the Germans tried so hard to salvage, are now sailing under the Red Flag.

FACIST MISDEEDS

By M. SHEREMET

PRIOR to the occupation of the city, everyone in Kiev knew House Number 24, where the Regional Military Commissariat was located. Here young people got their army assignments and before them opened the road heroic feats.

When the Germans came the citizens of Kiev did their best to keep away from this house which has fenced in barbed wire and on the gates of court there was a sign which read "Headquarters for Recruiting Labour for Germany. Intermediate Camp."

It was to this camp that the Nazi marauders sent the people rounded up from all parts of the occupied Ukraine to be shipped to Germany's slavery. Here prisoners were detained for weeks, examined by doctors and then sent to railway station. Ukrainian girls, in leaving the courtyard embraced those who were left behind for the time being and said, "Goodbye for ever."

In the course of the past winter tens of thousands of the Ukrainian youth and girls passed through this camp.

Girls who were in camp are gone. Now remain only stone barracks which witnessed German outrages against the liberty-loving Ukrainians. From Maria Martinenko, wife of a driver who lived in the camp, we got some idea of how great the sufferings of the prisoners were.

"Krauze, Chief of the Camp was, a real beast;" she told us, "here mostly young people were imprisoned—even boys and girls of fourteen. At market places and streets the Nazi soldiers rounded up youths and girls. Prisoners slept on the bare cement floor barracks and starved for most of the time. They lived on slops fed to them once a day. Corporal punishment was an order of the day, and for the least offence were prisoners put into cells. If you go through the camp and read what is written on the walls, you will get a better idea of what life was like here than from what I tell you", said Maria Martinenko in conclusion.

In the court there were two large stone barracks—one for men and the other for women. We found the place reeking with filth.

In corners were soiled tatters—traces of prisoners. Everywhere—on walls, windowsills and doors—we found carved inscriptions. In some places were anti-Nazi cartoons which, though blotted out, were still discernible.

The inscriptions contained names of thousands of girls, and names of villages of Kiev, Chernigov, Poltava and other regions.

Here on the walls we read the names of Katya, Driga, Nastya, Zaporozhetz, Nina, Kuzmenko, Maria, Koval and others from the village of Marinovka around Kiev, dated August 12th, 1943. There was a postscript with the words, "if anybody from Marinovka reads our names; let him remember us to our people, for we know that we shall not live to return."

Red Army man Nikolai, Golubyatnikov being wounded, fell into Germans' hands. Hitlerites cut off his ears.

"Farewell, dear Ukraine! Farewell, my dear children!" was the inscription on the windowsill.

Here is what Vassili Struk wrote on September 21st: "Sixty kilometers from Kiev across the Dnieper stood the village of Yadlivka. It had 1,500 farmsteads and 6,000 inhabitants. The Germans turned the whole village into ashes and have brought most people for deportation to Germany's sweaty lands. Never has human dignity been so outraged."

Here is another page in this book of suffering, carved in stone. "Goodbye, sweet Ukraine, you will be free while we shall languish in accursed Germany. The flower of the Ukraine is being deported by the Nazis."

Ukrainian youths and girls, seized in the street by German police and put behind barbedwire, made plans to escape and often succeeded in carrying them out. Of this we also find proof in some-writing carved in stone.

"We here thought how we could escape. We have worked out a good plan."

"Death to Hitler and to his bloody gang. Times are near when he and his dogs will be hanging from gallows." This inscription, deeply engraved in stone the Nazis evidently tried hard to erase, but still we did not have much difficulty in making it out.

As one walks through the barracks everywhere there seems to be one supplaint cry: "Avenge the hangmen."

Prisoners were constantly fleeing from the camp, from the railway station, from the road. Some were caught and put behind bars in the same house in Kiev.

The enemy succeeded in wiping out many inscriptions and cartoons, but the truth is not easily effaced. The Nazis cannot hide their black deeds. They will be punished.

Senior Lieutenent V. Burov (centre), *commander of a detachment guarding the forward defence line. In close fighting, Burov's detachment wiped out a whole German unit which advanced on the forward line sector they were guarding.* On the left is *Senior Medical Orderly M. Korman, decorated with the "For Valour" and "For Battle Services" medals.* On the right is *Corporal I. Shchorkin, decorated with the Order of the Red Star.*

THEY SHALL PAY IN FULL!

By I. ZHIGALOV

I recently met in Moscow Ilya Ivanovich, resident of Simferopol in the Crimea. An engineer in the Simferopol enterprise before the war, he joined the guerilla column the day after the town was occupied by the Germans. I will not mention his full name because Ilya Ivanovich intended to return to his guerilla comrades in the Crimea.

This is the story of that German-occupied peninsula in the Soviet south as told me by the engineer. "The German occupationists are methodically wiping out the native population in the Crimea. In Sebastopol, Kerch, Feodosia and Simferopol alone the Gestapo shot and tortured more than seventy thousand people, including professor Balaban—well-known throughout the peninsula—and his wife; Smolensky, a prominent actor and Ackhipov, a scientific worker and others.

Only one-third of Simferopol's population is alive. Thousands of women, girls, aged people and children, put to death by the fascist murderers, are buried in a huge grave in the yards of the village Mazanka, in the Petrovsky Ravine near the glass works. Similar graves mount the outskirts of other towns in the Crimea.

German vandals have brought fearful damage to our one-time flourishing towns which now seem dead and desolate. Workers' settlements of the Kanysh-Burun and the Voikov plant in Kerch have been reduced to charred ruins. The best buildings in Feodosia were blasted to pieces. At Simferopol the Hitlerites hacked the wonderful parklane which ran from the railway station to the centre of the town and the central park. They removed all the streetcar tracks and overhead wires and shipped them off to Germany. The inhabitants of Simferopol are deprived of electricity. Lights burn only in quarters of the town occupied by high German officials and officers.

Hungry, homeless children in tattered clothes stray through the town in search of food. One often sees weeping women and their children on the sidewalk next to their household belongings. The Hitlerites evict people from apartments they wish to occupy. In Simferopol they ordered our citizens to vacate their rooms on the Subkhi, Kentarnaya, Fountain, Gogolevskaya, Sovetskaya and Pushkinskaya streets. Hundreds of families were deprived of shelter.

In addition to secret mass murders, German authorities arrange public executions. The body of Gorbachova, a woman dentist respected by the entire population of Alushta, hung from gallows in the centre resort of the town for several days.

The Hitlerites laid waste the rural areas throughout the peninsula. The fields of Bakhchisarai, Simferopol and other districts are scenes resembling the Dark Ages. Boys and girls, harnessed to ploughs and harrows, plod across fields. Women or aged follow behind the plough. If peasants fail to fulfil their norm, they are punished with twenty-five lashes or tormented by Gestapo prisons. Practically all the crops go to Germans. The Nazi authorities officially announced this summer that seventy per cent of the crops "belong to the German army."

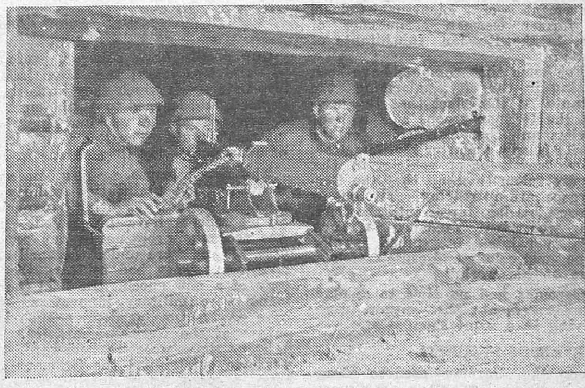
The Crimea is groaning under the iron heel of the Hitlerite oppression. The Gestapo agents have been particularly active in the past few weeks: arresting and slaughtering masses of the Soviet people and attempting to extinguish the hope of the population near liberation.

In Yalta and Patoria; in Simferopol and Feodosia hundreds of people are being thrown in prison; while thousands are compelled to build fortifications or are sent to slave labour in Germany. The commanding officer of the German forces in the Crimean peninsula is undertaking feverish measures to combat the guerilla movement.

The sixty-year-old daughter of Tsigankov, an inhabitant of Simferopol, while playing in the yard with her playmates, said, "Our army will be here soon." This was sufficient for the Germans to hang all the six members of the Tsigankov family.

The Soviet people are impatiently waiting for their Red Army liberators. The hour of retribution is near. Germans will pay fully for their crimes.

TWO DAYS ON THE FRONT.—German guns kept up a strong fire. But they could not halt the advance of the Red Army tanks and infantry. The mission set by the Command was accomplished.



Machine gun crew holding one of the fortifications nearest to Leningrad.

HATE MARCHES WITH THE RED ARMY

By ILYA EHRENBURG

IN September, 1941, I happened to be in the forest near Bryansk. That was a bitter time. The tragedy of Kiev had begun. Every day the Berlin radio announced the fall of new cities and the communiqués were accompanied by the rolling of drums, Tyrolean yodels and roars of "Heil!". Peasant women gazed after the retreating Red Army with hard eyes. Terrifying rumours were rampant. Sweaty Germans in their undershirts and with their caps perched jauntily to one side cold-bloodedly shot refugees. Carts creaked—how I remember that mournful creak. The Germans wrote, "Russia is a colossus with feet of clay."

That is worth recalling, now, when Russia is striding westward. Her feet proved sturdier than many thought. And her heart proved sturdy too. It is vain for Hitler to try to reassure the Germans by saying, "We're shortening our line of our own accord." One has only to take a look at the scorched, shell-riven fields to realize what stubborn resistance the Germans are putting up. Elastic defence? They'll have to take care the elastic does not break.

The Red Army is catching the Germans unprepared. Here, for example, is an announcement of Lieutenant-Colonel Lenz, former German commander of Stalino, to the Russian inhabitants of that city:

"For some time rumours have been circulating in the city, alarming the inhabitants, to the effect that the position of the German troops at the front is hopeless and that the arrival of the Bolsheviks is only a matter of a few days. Increased movement of vehicles in the streets are taken to mean that the German troops are retreating. The enemy has thrown his last forces into the field. Anyone who gives credence to such rumours is helping to spread panic. Everyone must calmly and conscientiously continue at his work."

The Germans had no time to display this announcement; the posters were found lying in a print shop.

NAZI REVERSES IN RUSSIA

Formerly the Germans used to drag away their disabled tanks and get them repaired quickly. Now they often leave them where they are. This is more a matter of heart than of machinery: "The German isn't what he used to be," is the way our soldiers put it.

The Red Army's summer offensive not only smashed the German's fortifications; it smashed the German's self-confidence. The Conquistadores don't feel so sure of themselves.

Prisoners have become more numerous. German Army discipline is not yet undermined, but the Germans surrender more freely. That is a sign the end is near. Having fought in Russia for two years, the German suddenly feels he is a civilian at heart. He yearns for the quiet life. He is profoundly disillusioned.

On the other hand, the Russians after two years of war have become a warlike people.

Red Army men crossing a canal.

Our people have changed profoundly in these two years; they have fallen in love with much which they formerly condemned, and learned to dislike much they formerly liked. A war like this ploughs up men's souls. The Red Army is more of an army to-day than it was in 1941.

The artist learns a new process of creation. No military academy can replace actual fighting experience. Soviet officers have progressed. There was too much routine in our army at first. Many were under the spell of the civil war. They had to learn the strategy of a new epoch. In 1939 the Germans were military innovators. They have now become academics—such is the nature of the German character. In a military sense we were backward. Now we have outstripped the Germans. We have a more lively intelligence, more elasticity. I do not mean by this that the Red Army has become a professional army. It is a people fighting.

What force has converted the Siberian farmer into a fierce fighter? What force enables our infantrymen to march forty kilometers a day and smile contemptuously when German bombers hover over their heads? There is something in this war which distinguishes it from all other wars: its motive power isn't intelligence or even ardent love of country but the outraged conscience of the people.

GERMAN ATROCITIES

As it advances the Red Army sees all the horrors of "the desert zone." Who would believe that this was once the city of Kharachev? Makeyevka, Stalino were in flames. In Taganrog the Red Army saw the horror of the Petrushina Ravine, where lie buried 38,000 inhabitants shot by the Germans. Thirty-five thousand inhabitants were carried off to Germany. And the city had a total population of 200,000. Between Orel and the River Desna stretches a desert waste. Before me lies an order of the German Command for the depopulation of the entire district. It reads:

"Every inhabitant together with his family, cattle and movables shall leave in a westerly direction. Anybody attempting to move eastward will be shot."

When you listen to accounts of survivors, when you look into their eyes dimmed with terror and humiliation; you see a second desert zone—in the hearts of people devastated by two years of arbitrary tyranny.

I know a battalion consisting mainly of men from the Kursk region. Officers and men eagerly awaited news. News came. Eleven learned that their relatives had been hanged or shot, nine learned that their families had been carried off to Germany. Thirty-two learned that their homes had been burned down. What force can hold a battalion like this when it is marching westward?

A German officer, Ziegfried Manzke, a war prisoner, said to me, "To continue this war is senseless." Yes, war had sense for the Germans when they set out on a grand robber campaign. War then meant bacon for the German soldier, oil for the German officer. Now war had lost its meaning for them. But it is full of meaning for us—we are teaching them to stop making raids on others' property every quarter of a century. Let their children reflect what a pound of bacon and a ton of oil cost.

RADIO CHUNGKING CALLING

By CHEN YIH

TO the millions of peasants in China, radio, the "wireless voice," is the symbol of hope and a future industrialized China. They gaze seriously at their first radio receiving set, knowing that through it they will receive news from Chungking, warnings of an approaching enemy, and orders to attack their invaders.

For although there are only 50,000 radio receiving sets in China, with 60 per cent defective through lack of repair after the six years of fighting, radio now is the only source from which over 500 newspapers and thousands of mobile papers receive their news and make it available to the people.

The job of collecting and distributing news in China belongs to the official Central News Agency. Through its network of fifty transmitters and 300 receiving stations it works ceaselessly. It has weathered thousands of Japanese bombings and all kinds of enemy interference to bring this valuable commodity to the people in all parts of free and occupied China.

It has been pointed out by C. C. Kao, Director of the Central News Agency Radio Network, that "throughout the six years of war and bombings not a single day have the Chinese people missed their news."

BOMBINGS

As early as 1935 the Central News Agency, anticipating the outbreak of the Sino-Japanese War, had completed its Chungking emergency radio facilities. The city now has one of the most powerful installations in the world, equipped with ten transmitters, twenty receivers and one complete Diesel engine power plant. Three times the Japanese bombers succeeded in destroying the Central News Agency building where the station was located, but each time the operators and engineers had managed to remove their complete equipment to dugouts before the building turned to dust. During the summer of 1941, when the Japanese bombings were most intense, the radio station remained in the dugout for the entire season. There the station, complete with electric lights, telephone and ventilation system, continued to collect and distribute news and carried on its work as usual.

CHINA'S AMATEUR OPERATORS

"It is customary in wartime China that the radio station occupy the ground floor of the building," said Mr. Kao, "so that the valuable equipment, which is not men, can be evacuated to the dugouts at the first warning of an approaching enemy air attack."

According to Mr. Kao, radio development in China has always been closely associated with military necessities. The first radio communication was developed in 1915, when the Chinese Government established three long-wave stations at Tientsin, Nanking and Hankow for transmitting military information. Then in 1924, when the Nationalist army under

Generalissimo and Madame Chiang Kai-shek visited a training centre for Chinese troops in India when they passed through this country on their return from Cairo to Chungking. The photo shows *them with Admiral Lord Louis Mountbatten, the Supreme Commander, South East Asia.*

Generalissimo Chiang Kai-shek began its march to the North, short-wave radio for military communications was established.

In 1927, after the Nationalist Government was established at Nanking, the Central Broadcasting Administration under the Ministry of Communications built the first large medium-wave radio station, XGA, which is now called XGOA, to give official news programmes and propaganda. It was equipped with the German Telefunken 75-kilowatt transmitter and was later moved 1,500 miles upstream along the Yangtze river to Chungking shortly before the fall of Nanking.

Radio began to develop rapidly in 1930. The Ministry of Communications established a radio network for purely commercial purposes, and hundreds of commercial radio stations have operated in the various big cities of China, such as Shanghai, Canton, Tientsin, Hankow, etc. A Chinese Amateur Radio League, equivalent to the American Radio Relay League, was also formed. Today the Chinese league has a membership of 15,000 in all parts of China.

The international short-wave station was organized in 1935 by the Chinese Government Radio Administration and the Chinese Ministry of Communications. To-day, through radio telegraph, it channels all the news sent from China by the correspondents of America, Britain, Russia and other nations.

Lieut.-Genl. Sir W. G. LINDSELL

Lieutenant-General Sir Wilfrid Gordon Lindsell, the man who solved the desert supply riddle of North Africa, has been given the overall direction of India's military administration.

As Principal Administrative Officer, India Command, he will under the Commander-in-Chief General Sir Claude Auchinleck, co-ordinate the work of the Adjutant-General, Quartermaster-General, Master-General of the Ordnance, and Engineer-in-Chief, with the primary object of organizing the military base in India on which the operations of the South East Asia Command will depend. He will ensure the co-operation of the civil authorities including the Supply Department, Railway Board, Port and Transportation authorities in support of military requirements.

Almost unknown to the public before Britain's War Minister disclosed his brilliant organizing of the 8th Army's supplies across 1,400 miles of desert General Lindsell combines the qualities of a soldier with the organizing skill of a man of business. Throughout the El Alameintripoli advance, his planned organization maintained the weight of each desert battle and speeded the chase. The Eighth Army advanced knowing that food and water were following up in plenty. Arms, petrol and ammunition flowed smoothly forward with every mile gained until the victorious end.

In the first world war General Lindsell then an Artillery Captain, was mentioned four times in despatches and won the D.S.O., M.C., and Croix de Guerre. In the second world war, as Quartermaster-General to the British Expeditionary Force he transported 158,000 men, 25,000 vehicles, and 140,000 tons of military stores to France without a casualty within 33 days of the outbreak. When France fell he left her shores in a collapsible boat and was among the last to get away. He received the K.B.E. in 1940 and the K.C.B. in 1943.

After the fall of France, as senior military representative at the Ministry of Supply, he studied the background of the great tasks that lay before him in the new theatres of war and in due course was posted to the Middle East. General Lindsell is 59. His father was a Colonel in the British Army and his wife is the daughter of an Admiral.

DR. WANG SHIH-CHIEH

LEADER OF CHINESE MISSION TO BRITAIN

DR. WANG SHIH-CHIEH, leader of the Chinese Goodwill Mission at present visiting Britain, is 52 years of age. He has been Secretary-General of the Chinese People's Political Council since it was formed five years ago and last summer was elected a member of the Council's Presidium.

He received the Bachelor of Science degree from the University of London in 1917 and then crossed the Channel to France, where he received the Docteur en Droit in 1920.

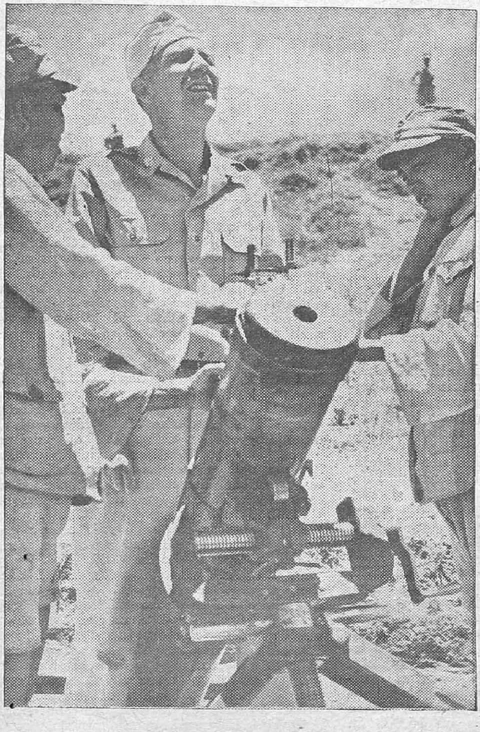
He was for seven years a professor of political science in the National Peking University, for one year Director of the Bureau of Law Codification, and a member of the Permanent Court of Arbitration at the Hague since 1930.

His "Comparative Constitutional Law" is the authoritative text book on this subject in Chinese and is used as a text book by the Chinese universities.

Dr. Wang first came into prominence during his work from 1929 to 1934 as President of the National Wuhan University in Wuchang, Hupeh, his native province, where he had played an active part in the 1911 revolution. In effect he built a new and modernised university during this period and it has trained many of China's public servants.

As the result of his work at Wuhan University he became Minister of Education in 1933 and held the post until 1937. During this period he foresaw the Sino-Japanese war and worked to prepare students to serve in the war and to be disciplined so that they could better meet the coming crisis. The Chinese Art Exhibition was held in London while he was Minister.

In 1940 he became Minister of Information, holding this position until the end of 1942. While he held this position he strove to improve Chinese relations with Great Britain and other Powers. He has been co-President of the Sino-British Cultural Association since it was organized at Nanking in 1933. Since 1938 he has been Chief Councillor to Generalissimo Chiang Kai-shek.



UNITED STATES SCHOOL TRAINS CHINESE ARTILLERYMEN.—A United States Army officer (centre) *checks the range setting on a mortar before it is fired at a United States Artillery School for Chinese soldiers in China. The cover is still in the mouth of the mortar, which is a six-inch Chinese weapon easily portable for use over terrain where transportation is one of the major problems. This training under battle conditions is preparing the Chinese soldiers for offensive action against the Japanese.*

Chinese soldiers, being trained in a United States Army artillery school in China, check gunfire during a practice period. Observations will be telephoned to the batteries by the soldiers with the field telephone. As a result of this training, these soldiers will return to their troops with a knowledge of modern artillery warfare to be used in offensive action against the Japanese. The school was established by Lieutenant-General Joseph W. Stilwell, Commander-in-Chief of United States Forces in China, Burma and India.

WAR DIARY

BRITAIN AND GERMANY

15TH DEC.—The war debate continued in the House of Commons. Mr. Eden replied in detail to the questions raised.

Mr. Eden welcomed the Czech-Soviet treaty, in reply to a question in the Commons.

The King received in audience the Soviet Ambassador M. Gusav who conveyed Marshal Stalin's thanks for the King's sword of honour given to Stalingrad.

German Propaganda Minister Dr. Goebbels addressed a special meeting of his chiefs.

Allied bombers attacked targets in North-west Germany.

16TH DEC.—United States heavy bombers attacked North-west Germany in daylight. Lancasters dropped more than 1,500 tons of bombs on Berlin this night.

The Deputy Prime Minister Mr. Atlee announced in the House of Commons that Mr. Churchill is ill.

The King received Sir S. Renganathan, High Commissioner for India and other chiefs of I.L.O.

17TH DEC.—The bulletin issued on Mr. Churchill's health says that the improvement in his general condition has been maintained. Mrs. Churchill has left the country to be with the Prime Minister.

The British Ambassador at Washington Lord Halifax is suffering from influenza.

18TH DEC.—The bulletin on Mr. Churchill's health says that the temperature subsided and pneumonia resolved. Mrs. Churchill reached him.

Royal Air Force planes attacked a large German supply ship off Britany.

19TH DEC.—The Premier's condition improves. Temperature is normal.

Germans bombed parts of South-east England including London area.

It is stated that Field Marshal Rommel is engaged in inspecting Hitler's forces in Western Europe.

20TH DEC.—The Prime Minister is making satisfactory progress.

Twice during the night Germans raided parts of Essex and South-east England including London.

Innsbruck, Bremen and Augsburg were heavily bombed by Allied planes.

The Chief of the Imperial General Staff Gen. Sir Alan Brooke returned to Britain after touring the Italian front.

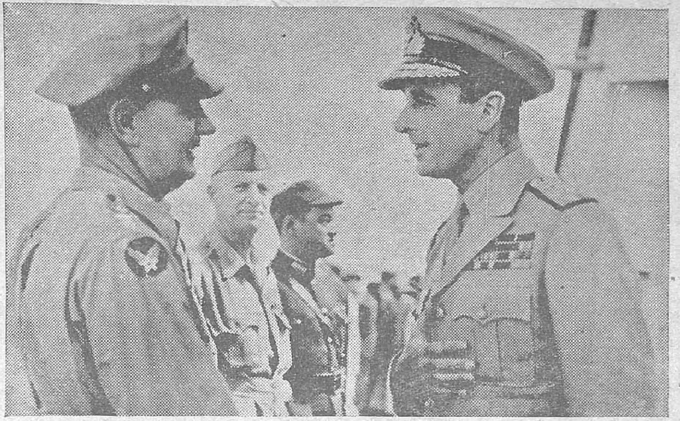
Mr. Eden addressed the I.L.O. Conference. Polish Prime Minister and the Foreign Minister met Mr. Eden.

21ST DEC.—The Prime Minister continues to improve.

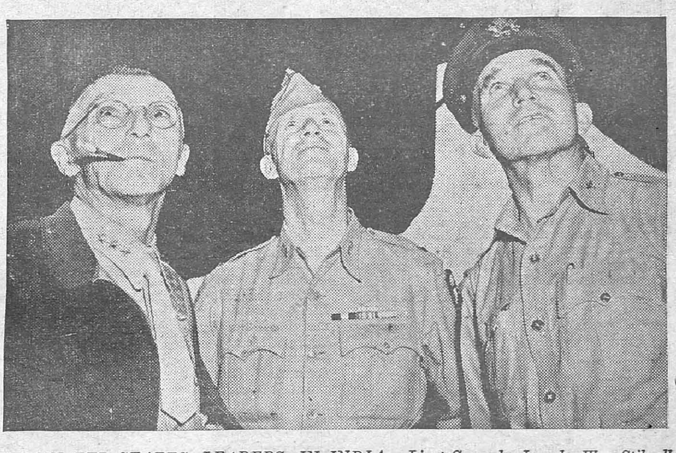
London was raided by Axis planes.

Frankfort, Rannheim-Ludwigshaven and other places in Germany were heavily bombed by Allied bombers.

22ND DEC.—There was little German air activity over parts of East and South-east England including London.



ALLIED COMMANDERS MEET IN INDIA.—Admiral Lord Louis Mountbatten (right) *of the British Navy, Supreme Allied Commander in South-east Asia, chats with United States Majore General George C. Stratemeyer* (left), *Commander of United States Army Air Forces in China, Burma and India, to plan offensive operations againt the Japanese. In the background are United State Brigadier-General Benjamin G. Ferris* (left), *Deputy Chief of Staff to Lieutenant-General Joseph W. Stilwell, Commander-in-Chief of United States Forces in China, Burma and India, and Colonel Irving Dooh Wu* (right), *military observer for the Chinese Army.*



UNITED STATES LEADERS IN INDIA.—Lieut-General Joseph W. Stilwell (left), *Commander-in-Chief of United States Forces in China, Burma and India; Brigadier-General Benjamin G. Ferris* (centre), *General Stilwell's Deputy Chief of Staff; and Brigadier-General Howard C. Davidson, Commander of the Tenth United States Army Air Force. scan the skies as they await a plane bringing Lieut. General Brehon B. Somervell. Commander of the United States Army Service Forces, to India. General Somervell conferred with Allied leaders in China and India following the establishment of the new Supreme Allied South-East Asia Command under Admiral Lord Louis Mountbatten of Great Britain.*

Allied bombers attacked targets in west and north-west Germany.

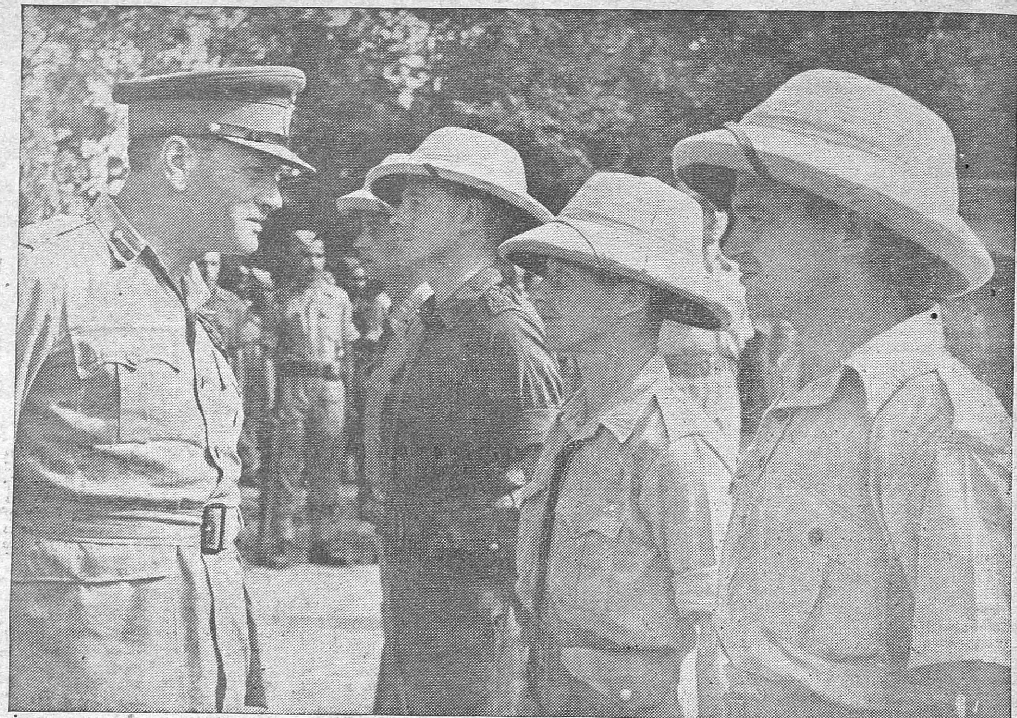
23RD DEC.—Royal Air Force attacked objectives in Western Germany.

There was slight enemy air activity in south-east of England.

The Prime Minister continues to make steady progress.

British coastal guns shelled Nazi ships in the straits.

24TH DEC.—The following appointments are announced from the Prime



COMMANDER-IN-CHIEF, INDIA, IN FORWARD AREAS.—Indian and British troops in Assam-Burma border districts were visited by General Sir Claude Auchinleck during his aerial tour of Eastern Frontier areas. During an inspection of units in a jungle clearing General Sir Claude Auchinleck pauses to chat with British other ranks.

Minister's residence. To be Supreme Allied Commander of the British and United States Expeditionary forces organized in the United Kingdom for the liberation of Europe, General Eisenhower; to be Supreme Allied Commander in the Mediterranean Theatre, General Sir Henry Maitland Wilson; to be Commander-in-Chief of Allied Armies in Italy, General Sir Harold Alexander; to be Commander of British Group of Armies under General Eisenhower, General Sir Bernard Montgomery; to be Commander, American Strategic Bombing force operating against Germany, General Spaartz.

Royal Air Force bombers attacked Berlin last night and this morning.

Dr. Goebbels delivered a Christmas speech.

25TH DEC.—The Premier is making steady progress and gathering strength.

There was lull in air-attacks. Allied bombers refrained to-day from attacking enemy objects. Great Britain too had raid-free night.

The German High Command is using railways over Christmas to re-group their anti-invasion forces along the whole coast line of occupied Europe.

In his Christmas message His Majesty the King spoke of many things that have changed since he last spoke.

26TH DEC.—Lieut.-General Andrew MacNaughton is relieved of the command of the first Canadian army in Britain for reasons of health. Lieut.-General Kenneth Stuart, Chief of the Canadian General staff has been appointed Chief of Staff of the Canadian Military Headquarters in London.

The Christmas lull over air activity continued.

The 26,000-ton German battleship Scharnhorst has been sunk off North Cape.

27TH DEC.—Mr. Churchill has acknowledged Christmas greeting sent to him.

"We will win the European war in 1944" said General D. Eisenhower, the newly appointed Chief of Allied European invasion forces, to a press conference.

General Bernard Paget is appointed to be Commander-in-Chief of the Middle East under the Supreme Allied Commander of the Mediterranean Theatre.

Air Chief Marshal Sir Arthur Tedder is appointed to be Deputy Supreme Commander under General Eisenhower.

Three earthquake shocks were felt throughout Wertemberg in South Germany.

28TH DEC.—Marshal Rommel and Marshal Rundstedt have just completed a second front Council of War.

* * *

UNITED STATES OF AMERICA AND ATLANTIC

15TH DEC.—A general strike of the railwaymen in United States on 31st December is threatened.

16TH DEC.—President Roosevelt has returned to the United States.

17TH DEC.—President Roosevelt held a cabinet meeting and also met the Turkish, Egyptian, Russian and other foreign representatives. He signed a bill authorizing additional naval vessels to the value of 600 million dollars and also the Chinese Exclusion Act.

A Combined Admiralty and Air Ministry communiqué says that U-boats operating in the North Atlantic were subjected to relentless assaults by an

escort group of Royal Navy and by aircraft of the Coastal Command.

At a press conference Mr. Roosevelt revealed that Marshal Stalin had learned of a German plot to kill Allied leaders at Teheran.

Mr. John Lewis, Leader of the United Mine Workers has signed a two-year no-strike agreement with more than two-thirds of the United States soft coal industry.

18TH DEC.—Mr. Roosevelt announced future arrangements regarding news of Allied conferences.

20TH DEC.—The White House Conference to avert the railway strike has failed to reach an agreement.

21ST DEC.—President Roosevelt told his press conference that he was working out a compromise with the railway unions and managements.

The United States Secretary for Treasury Mr. Henry Morgenthau denounced the Senate for mutilating Government's 10,500 million dollar tax bill.

President Roosevelt said that every American soldier should have opportunity to vote in the 1944 Presidential election.

22ND DEC.—The United States Congress has adjourned.

23RD DEC.—The United States Army Chief of Staff General George Marshall returned to Washington and immediately went to the White House for a conference with President Roosevelt, Admiral Leahy and the War Secretary, Mr. Stimson.

The operating brotherhoods of American railways completed draft proposals to be submitted to the President for settlement of the wage dispute.

24TH DEC.—It is announced that United States submarine Grayling is lost.

The United States Government has decided to take over the railways. Earlier President Roosevelt offered to arbitrate.

A grave situation has developed in United States Steel Industry. Mr. Murray, President of the United Steel Workers of America announced that 350,000 workers of the industry will strike work on 24th midnight due to wage dispute.

President Roosevelt sent out Christmas messages.

25TH DEC.—In a long Christmas message Mr. Roosevelt has surveyed the war situation.

The strike of steel workers in United States has started.

26TH DEC.—President Roosevelt has appealed to steel workers to continue working. The strike is spreading.

The United States Vice-President Mr. Henry Wallace forecasts the destruction of Germany's war might within a few months after a cross-channel invasion of Europe.

27TH DEC.—About 150,000 steel workers employed by 214 companies are now idle in the United States strike. The War Labour Board is holding an extraordinary session to-night.

SCOTTISH INFANTRY IN EGYPT.—Photo shows: *a trench mortar crew in action.*

President Roosevelt has ordered Mr. Stimson, War Secretary, to take over the railways.

* * *

INDIA, BURMA AND CEYLON

15TH DEC.—A tribute to Indian princes was paid by the Secretary of State for India, Mr. L. S. Amery speaking at a dinner for the members of the Baroda squadron of the Royal Air Force.

A communiqué issued from South-east Asia Command on activities in Burma front mentions patrolling to have been the main activity in the past week.

16TH DEC.—An alert was sounded in Calcutta at 11-45 a.m. The "all-clear" signal was given after 45 minutes. No incidents have been reported.

More than 1,200 names appear in a supplement to *the London Gazette* giving awards for gallant and distinguished service in Burma and Eastern Frontier of India.

17TH DEC.—Lord Louis Mountbatten returned to Delhi from a tour of the Arakan front. He rounded it off by flying many miles over Burma to see the country for himself.

18TH DEC.—On the Arakan front British forces have pushed forward three miles north of Buthidaung. Details of Lord Loius talks are published.

Ex-Viceroy, Lord Linlithgow, said at a meeting in Edinburgh that India had made magnificent contribution towards Allied victory.

Lord and Lady Wavell were at Dacca.

19TH DEC.—Admiral Lord Louis Mountbatten, Supreme Allied Commander, South-East Asia, has published a directive uniting all combat units of the Royal Air Force and United States Army.

Air force under the command of Air-Chief Marshal Sir Richard Peirse, as Air Commander-in-Chief, South-east Asia Command. Initially all combat units of the 10th United States Army Air Force and the Royal Air Force, Bengal Command will be integrated into one air-striking force to be known as the Eastern Air Command and this will be commanded by Major-General George E. Stratemeyer who is designated Second-in-Command to Sir Richard Peirse. The Eastern Air Command will be composed of a tactical air force under the operational control of Air Marshal Sir John Baldwin and a strategical air force under the operational control of Brigadier-General Howard C. Davidson.

Lord Wavell arrived at Calcutta.

20TH DEC.—His Excellency the Viceroy addressed the annual meeting of the Associated Chambers of Commerce. Lord and Lady Wavell made a tour of 100 miles inspecting medical and distress relief work in Diamond Harbour.

Enemy aircraft raided Chittagong.

21ST DEC.—The South-east Asia Command's communiqué on Burma front says that last week Akyab, Chauk, Yenangyang and Bangkok were bombed by the Allied air craft.

His Excellency the Viceroy left Calcutta.

22ND DEC.—British and Gurkha troops have improved their positions and are approaching the Maungdaw-Buthidaung road says an Indian army observer.

Sir Richard Casey is appointed Governor of Bengal.

23RD DEC.—Land operations in the Burma front included an attack in the Tiddim area on Japanese positions. The enemy was driven back a mile. Royal Air Force dive-bombers attacked enemy occupied villages.

26TH DEC.—The Japanese bombers raided Chittagong area.

28TH DEC.—Lieut.-General Sir Wilfred Gordon Lindsell is appointed as the Principal Administrative Officer, India Command, to work under Commander-in-Chief, India.

* * *

RUSSIA AND FINLAND

15TH DEC.—Russians launched new attacks in the Kirovograd sector of the Dnieper Bend. At Zhlobin also Soviet forces started fresh offensives. Mogailovka was captured.

16TH DEC.—Russian forces are in the outskrits of Smyea. German Panzer attacks in Kiev bulge have been fought to a stalemate. Soviet troops have begun their great winter offensive between Nevel and Leningrad.

17TH DEC.—Powerful Luftwaffe formations attacked the Red Army forces closing on Smyela and Kirovograd.

An order signed by President Kalinin postpones elections to the Supreme Soviet of the U.S.S.R. till December 1944.

18TH DEC.—Russians broke-through into the German salient on the road to Nevel. In the Kirovograd section Soviet troops continued to advance. In the Kiev bulge Germans have been fought to a standstill.

19TH DEC.—Over 500 localities in Nevel sector were freed and 20,000 Germans killed. Hitler has threatened Manstain with disgrace if he cannot retake Kiev.

20TH DEC.—The Russians have begun their winter-offensive with a break-through on a 50-mile front, south of Nevel. They have smashed the enemy defences to a depth of 20 miles. Germans have evacuated the Dnieper bridgehead of Kherson. Vitebsk, the main enemy fortress at northern end of White Russia is threatened by Soviet forces.

21ST DEC.—German forces south of Nevel are retreating towards Vitebsk.

To-day on the 64th birthday of Stalin, Moscow is publishing the new National Anthem which will replace the old *Internationale*.

22ND DEC.—The Red Army has smashed the German defence line before Vitebsk.

The Russo-Czech treaty was ratified in the Kremlin by M. Molotov and M. Fierlinger, the Czech Ambassador in Moscow. Marshal Stalin gave a dinner in honour of Dr. Benes.

24TH DEC.—Troops of the First Baltic Front under the Command of Generals Galitsky, Malyshov, Khlebrikov and Semenov, have captured Gorodok, an important strong point of German defences in the Vitebsk direction.

It is strongly rumoured that Russians have captured Kherson on the estuary of Dnieper.

25TH DEC.—Vitebsk is now invested of four sides. The Red Army has pushed on to a point four miles from Vitebsk-Polotosk railway. German counter-attacks in the area south of Zhlobin failed.

26TH DEC.—Russians launched offensive west of Kiev. Radomysl and Brusilov were captured. The offensive in the Vitebsk direction continues and the Nazi position is precarious. Soviet forces captured about 60 places including Churova.

27TH DEC.—Soviet troops occupied two district centres in the Zhitomir region including Andrushevka and also 100 more localities. In the Vitebsk direction 30 localities were captured.

28TH DEC.—Soviet troops captured Korostyshev. The fate of Vitebsk garrison appears hopeless. Russians have cut vital railways.

* * *

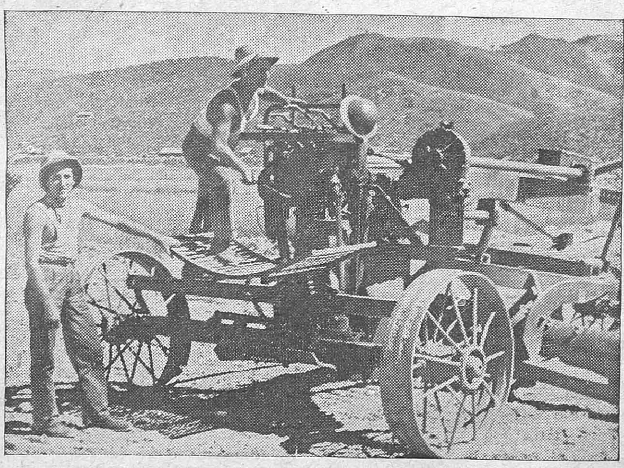
ITALY, AFRICA AND THE MEDITERRANEAN

15TH DEC.—General Montgomery's bridgeheads across the Moro have been joined up. Caldari has been captured.

German bases in Athens area were bombed.

16TH DEC.—Further progress was made in the vicinity of Orsogna. The Fifth Army advanced and captured an important hill.

17TH DEC.—Fierce hand-to-hand fighting takes place between the Fifth Army troops and Germans in San Pietro. The Eighth Army is marching forward.



NEW ROADS ON EASTERN FRONTIER.—To simplify supplying forward troops, road construction goes on at high speed in Assam-Burma border areas. Preparatory to beginning surfacing of a newly formed supply road, Sappers J. Gwatken and A. G. Hewitt start up the motor of a power grader.

FIRST SPORTS MEETING AT AN I.A.F. RECRUITS TRAINING CENTRE.—Men and boys just introduced to Service life competed in the first Athletic meeting held at an I.A.F. Recruiting Training Centre somewhere in Southern India. The competitive and keep spirt displayed by the recruits augures well for their future in the Indian Air Force. Noteworthy is the fact that the highest points were scored by the "veteran recruits" of a few weeks' training thus proving indisputably that "Training Counts." Our photo shows *the high jump—a skilful clearing of the pole by A. C. Ganapathy; 2nd., A. C. Shames.*

18TH DEC.—The Eighth Army troops crossed the Ortona-Orsogna highway at several points.

19TH DEC.—San Pietro, key position on the Fifth Army front is captured. The Eighth Army captured Poggrofiortio.

26TH DEC.—General Montgomery's forces entered Orsogna the last Adriatic Port before Pescara and his New Zealand forces entered Ortona. Heavy tank engagements are going on in the Eighth Army front. On the Fifth Army front General Clark's troops are moving towards Cassino. They are threatening San Vittore.

21ST DEC.—The battle for Cassino has began. The report that Orsogna has been captured by the Allies is denied.

General Smuts has predicted Allied victory next year.

22ND DEC.—Fighting is in progress in Ortona. On the Fifth Army front several hills were occupied.

23RD DEC.—Indian troops made considerable progress in the Central sector. Fifth Army troops occupied Mount Cavello.

24TH DEC.—Eighth Army troops have captured Vezzani. Heavy fighting continues in and around Ortona. Allied patrols were active on the Fifth Army front.

Edda Ciano, Mussolini's daughter and the wife of the former Italian Foreign Minister, is in Rome trying to effect a reconciliation between her husband and the father.

25TH DEC.—Fighting continues on the Eighth Army front. Poor visibility limited activity in many areas on the Fifth Army front, still many heights were occupied. Allied troops occupied Ortona.

26TH DEC.—Heavy fighting continues in the Ortona area on the Eighth Army front. On the Fifth Army front two local attacks on enemy positions were launched.

27TH DEC.—Indian troops captured Villa Grande. Fifth Army troops occupied two important hills.

28TH DEC.—The German News Agency said to-day "Last night the town of Ortona was evacuated by Germans."

* * *

VICHY, FREE FRANCE AND OCCUPIED COUNTRIES

16TH DEC.—Innsbruck, the capital of the Austrian Province of Tyrol was heavily bombed by 300 Flying Fortresses.

18TH DEC.—Marshal Petain is under virtual arrest in Vichy for making one last attempt to oust Laval from power.

20TH DEC.—The news of the arrest, of the former French Premier M. Flandin, M. Peyrouton and M. P. Boisson are confirmed. The French Committee of National Liberation ordered their arrest.

Sofia in Bulgaria was bombed.

22ND DEC.—Dr. Benes made a statement on Soviet-Czeck treaty.

Marshal Tito of Yugoslavia has been raised to a status of a full Allied Commander.

23RD DEC.—Military targets in Northern France were bombed by the Allied aircraft.

24TH DEC.—General Catroux has signed an agreement with the Syrian and Lebanese Governments following negotiations that extended for a week under which France transfers to the Syrian and Lebanese Governments all legislative and administrative functions hitherto exercised in the name of the two countries by the mandatory power, thus ending the controversy which caused the recent crisis. This was revealed to-night simultaneously at Beirut and Damascus by the respective Premiers in both Parliaments. The transfer takes place on January 1st, 1944.

Allied bombers attacked objectives in North France. More than 1,300 United States bombers attacked Pas de Calais.

United States aircraft attacked Gilzlryen airfield in Holland.

27TH DEC.—Royal Air Force beaufighters attacked enemy shipping off Norway.

* * *

NEUTRAL COUNTRIES

15TH DEC.—The Turkish Minister of Foreign Affairs M. Numan Menemencioglu gave a report on the Cairo talks to a Republican People's party meeting.

Dr. Walter Stampfli has been elected President of the Swiss Confederation.

The Persian Cabinet resigned.

20TH DEC.—President Peneranda of Bolivia, two Cabinet ministers and a number of army officers were overthrown in a *coup d'etat* by the young army officers and "the National Revolutionary Party." A new Bolivian Government headed by Major Gualberto Villaroel has been set up.

The Spanish Falangish Militia is to be dissolved. This decision was announced by General Franco.

22ND DEC.—The Portuguese Prime Minister Dr. Salaazar met the Japanese Minister regarding Timor tangle.

24TH DEC.—It is announced that a Lebanese Mission to discuss Pan-Arab Federation with the Egyptian Prime Minister leaves Beirut for Cairo early in January 1944.

26TH DEC.—The first Soviet Minister to Egypt, M. Nikolai Nikov, presented his credentials to King Faruk.

* * *

THE FAR EAST

15TH DEC.—Chinese troops recaptured Shihmen.

The Governor-General of Australia Lord Gowrie said that Australia cannot disarm after the war. The Australian Army Minister Mr. Forde endorsed it.

The Jap Premier Tojo made a speech on the war in the next year.

16TH DEC.—American troops landed at Arawe in New Britain. Pilelo island was occupied by Allied forces.

Japanese forces have suffered their most serious defeat in the China war in the fighting in the N. Hunan Province. The Chinese have recaptured several towns, south of Wuhu on the Yangtse river.

17TH DEC.—The American troops in Arawe have consolidated their positions.

18TH DEC.—The Americans have captured the whole of the 3-mile long Arawe Peninsula. Australian troops captured Lakona on Huon Peninsula.

19TH DEC.—The United States troops in New Britain occupied Tinagu town.

The Japanese Government, fearing Allied air raids, has ordered the evacuation of civilians from all key cities in Japan.

20TH DEC.—United State planes attacked Japanese airfield on Mili island.

21ST DEC.—The American troops are fanning out into the interior of New Britain. Vice-Admiral Shibataki was killed in a battle off the Gilbert islands.

Chinese forces in the rice-bowl area have captured the Japanese bases of Lihsien, Tsingshih, Nanshien and Ansiang.

22ND DEC.—It is disclosed that Allied Navy and Air chiefs have held a series of secret conferences to discuss the next step in the Pacific war. General George Marshall, United States Chief of Staff, had met General MacArthur, and Admiral Nimitz, Commander-in-Chief of the Naval forces in the Pacific.

Allied aircraft raided Rabaul.

23RD DEC.—The chief of the aircraft production department of the Japanese munition industry, Lieutenant-General Kisaburo Ando, told an extraordinary conference of Provincial Governors to speed up production of aircraft.

Chinese troops pursuing the withdrawing Jap troops reached the vicinity of Sungtze and Kungan.

24TH DEC.—United States planes attacked Kivajalein in Marshalls.

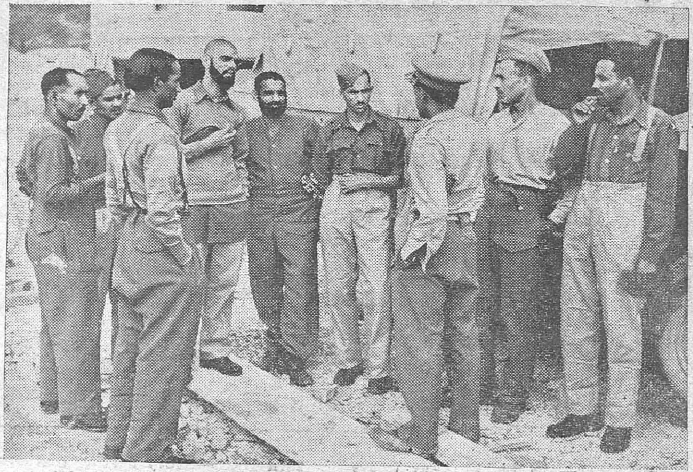
25TH DEC.—American aircraft raided Canton, the great Jap-held city in South China.

26TH DEC.—Chinese troops have recaptured Kungan.

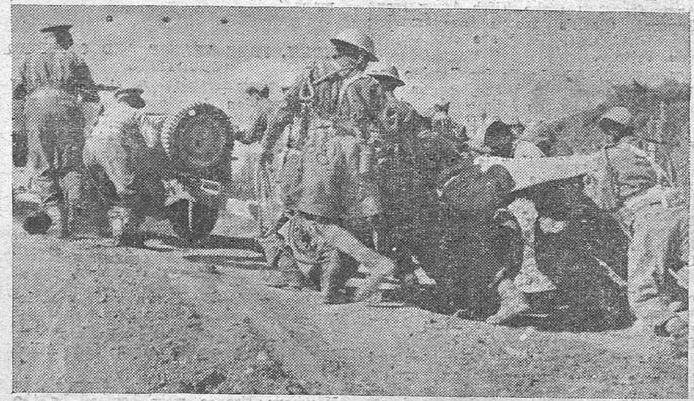
United States marines landed on both sides of Cape Gloucester on north-west shore of New Britain.

27TH DEC.—The battle for Gasmata began. Several Jap bases in the Pacific were pounded.

28TH DEC.—At Cape Gloucester Allied forces consolidated their bridgeheads and are advancing inland. Enemy villages near Walingai in Huon Peninsula were bombed. Kahib and Jaisi were also attacked by United States bombers.



INDIAN PRISONERS OF WAR ESCAPE IN ITALY.—Indian ex-prisoners of war who were captured in France at the beginning of the war were able to make their escape when Italy capitulated. They tell their story to an Indian observer at Salerno.



INDIAN TROOPS FIGHTING IN ITALY.—As the Germans retire the country becomes more difficult; hills are steep and the roads bad, and the enemy has destroyed the bridges as well as mining the roads. This picture shows an anti-tank gun (six-pounder) which failed to take the hill, but many willing hands move the gun on its way.

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